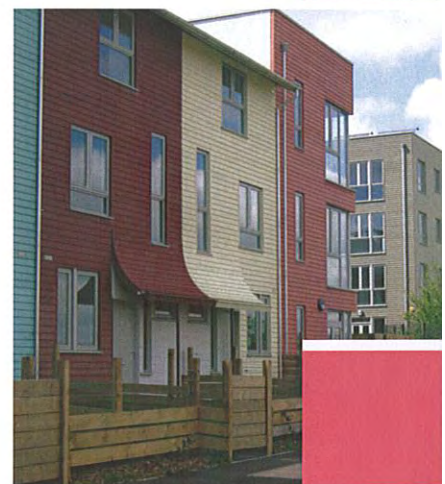


## Transformation and Sustainability Sheffield Local Plan

# City Policies and Sites (Pre-Submission)

Approved by Full Council  
(3 April 2013)



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## INTRODUCTION



# 1 INTRODUCTION

## What is the Sheffield Local Plan?

- 1.1** The city's Local Plan comprises the development plan documents drawn up under earlier regulations for the Sheffield Development Framework. It is prepared in accordance with the Planning and Compulsory Purchase Act 2004, amended by the Planning Act 2008 and the Localism Act 2012. It shows how:
- the city will develop spatially
  - different land uses will be located
  - the environment will be protected and enhanced
  - areas and buildings will be designed
  - places in the city will be connected through the location of new development and provision for transport.
- 1.2** The primary document of Sheffield's Local Plan is the Core Strategy. This was formally adopted by the City Council in March 2009. It sets out the vision and objectives for the whole Local Plan and, as set out in that document, its main purpose is to answer the question, 'At a strategic level, what is going to happen, where, and how is it going to happen?' It also sets out additional policies on issues of strategic importance needed to deliver its vision and objectives.

## What is the City Policies and Sites document about?

- 1.3** The City Policies and Sites document forms the second of the two citywide Local Plan documents. It flows from the Core Strategy's vision, objectives and policies and it supplements the policies of the Core Strategy by:
- informing the development management process in securing development that is appropriate and sustainable and enhances the built environment, with policies to help to answer the question 'What do I need to do to get planning permission?'
  - showing the implications of the spatial policies of the Core Strategy through policy areas and site allocations that can be presented on the Ordnance Survey base of the Proposals Map.

The present document and the Core Strategy together supersede all the previously saved policies in the Unitary Development Plan.

## Development Management Policies

- 1.4** The policies in Part 1 of this document are required to achieve those Core Strategy objectives that depend on case-by-case development management decisions. Explicit criteria are needed to provide some certainty and consistency in negotiations and decisions about planning applications and to enable developers to be clear about what is expected. So, they:
- provide guidance on what is needed to make development sustainable, e.g. safeguarding its green environment



- develop other national policy in relation to the Sheffield context, e.g. the city's distinctive heritage
- provide 'pegs' for more detailed Supplementary Planning Documents for the city, e.g. for the design of housing.

- 1.5** The policies are grouped under the same headings as in the Core Strategy, based on its vision and objectives. This does not mean that the policies in each chapter contribute only to the themes under which they appear. But, as they supplement the Core Strategy policies and help to deliver a common set of objectives, it is helpful to follow the same structure.
- 1.6** Many of the policies are about the seventh part of the Core Strategy vision – to prize, protect and enhance the natural environment and distinctive heritage and promote high quality buildings and spaces. The present document devotes three chapters to this.
- 1.7** Some protection is already given in national policy and local documents should avoid duplicating this. Cross references are made to national policy where relevant. Some of the issues raised may require more detailed guidance appropriate to Supplementary Planning Documents and broad policies are proposed in the present document to provide the local basis for this.

### **Policy Areas**

- 1.8** The policies of the Core Strategy and the present document go on to inform a series of policy areas. These:
- translate the spatial policies of the Core Strategy more specifically on the detailed Proposals Map
  - identify preferred uses for each policy area that reflect strategic spatial priorities
  - indicate other acceptable uses, which include ancillary uses needed to support preferred uses and provide flexibility for other uses that would not prejudice the strategy.

### **Site Allocations**

- 1.9** Within these policy areas the document goes on to allocate specific sites for which particular land uses are required. These allocations are also shown on the Proposals Map and:
- are needed to safeguard land
  - reflect the preferred uses in the policy areas
  - may be subject to conditions attached to sites about matters not already covered in the citywide development management policies.
- 1.10** The allocations include sites consulted on in successive drafts and the additional sites consulted on more recently to help meet Core Strategy requirements. The additional housing sites were proposed to help replace sites affected by the economic downturn and credit restrictions since the Core Strategy was examined and adopted. This issue is discussed further in Chapter 12.

## The Proposals Map

**1.11** The Proposals Map serves the whole of the Sheffield Local Plan but it principally shows the implications on the ground of the present document including:

- the policy areas
- other designations and proposals
- the allocated sites.

Areas, designations and site allocations that appear on the Proposals Map are listed at the end of this chapter, along with the policies with which they are linked. A further schedule lists the site allocations and the map sheet where they are shown. The maps are available in printed form but can be viewed on the Web at a range of different scales (see [Sheffield City Council - Draft Proposals Map](#)).

## National Policy

**1.12** The Government requires that the National Planning Policy Framework is taken into account in the preparation of local plans and is a material consideration in planning decisions. In accordance with this, when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

**1.13** Planning applications that accord with the policies in the Core Strategy and the present document (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

**1.14** Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.

**PROPOSALS MAP KEY**

<b>Item</b>	<b>Primary policy support</b>	<b>Other policy references</b>
<b>Boundaries</b>		
Sheffield Local Planning Authority Boundary		
Peak Park	G6A	
City Centre	Core Strategy (various)	B1, C3, E2, G7(b), G10, G11
City Centre Quarters	CS17, B1, G11	
Housing Renewal Area		
<b>Routes</b>		
Motorway/Trunk Road		E1
Key Route	CS52	A1(a), C3
Supertram		B3, C1
Tinsley Link	CS59(ii)	CS7(e)
Gold Route	B1(e)	
Steel Route	B1(e)	
River Don Walks	B1(e)	
<b>Policy Areas and Allocations</b>		
Priority Office Area	H1	
Business Area	H1	
Business and Industrial Area	H1	C3(d),
Industrial Area	H1	C3(d), F2(c)
General Employment Area	H1	C3(d),
City Centre Cultural Hub	CS19, B2, H1	
Central Shopping Area	B2, H1	
Central Primary Shopping Area	CS14, CS18, B2, B3, H1	
District Centre	CS34, C4, H1	CS14, CS54(d), C3, G12,
Neighbourhood Centre	CS39, C4, H1	C3, G12,
Meadowhall Shopping Centre	CS14, H1	
University/College Area	H1	
Hospital Area	H1	
Housing Area	H1	G14
Central Housing Area	H1	
Flexible Use Area	H1	
Waste Management Area	F2(a)	
Open Space	CS47	G14
Countryside Area (non Green Belt)	G6A, CS72	CS23, G14
Countryside Area (Green Belt)	G6A, CS71	CS23, F2(h), G14
<b>Sites</b>		
Site Allocation	J1	
<b>Other Designations</b>		
District Centre Primary Shopping Area	NPPF paragraph 23	NPPF Glossary
Proposed or to-be-improved Walking and Cycling Route	E1	E3(c)
Proposed or to-be-improved Walking Route	E1	E3(c)
Site of Special Scientific Interest (Ecological or Geological)	G1	
Local Nature Reserve	G1	
Other Local Nature Site (Ecological or Geological)	G1	
Green Link	CS73, G2	CS74(a)
Desired Green Link	G2	
South Yorkshire Forest	G3	
Waterway	G4	F1(d), G1
Culverted Waterway	G4	
Conservation Area	G7	G13, G14
Scheduled Ancient Monument	G7	
Historic Park, Garden or Cemetery	G7	
Cemetery	G7	
Gateway Route	CS75, G10	
Gateway Location	G10	

## SITE ALLOCATIONS INDEX

All allocated sites are listed in serial number order, with their page number and the map on which they are shown.

Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00001	Colliery Road	Business or Industrial	Business and Industrial	17	151	2
P00007	Carlisle Street East, Adjacent to Carwood Park Industrial Units, Atlas	Industry	Industrial	17	151	2
P00009	Catherine Street/Brotherton Street, Burngreave	Housing	Housing	17	155	2
P00010	Cyclops Works, Carlisle Street, Burngreave	Business or Industrial	Business and Industrial	17	152	2
P00011	Earl Marshall Road, Firvale	Housing	Housing	17	156	2
P00013	Former Hartwells Site, Carlisle Street and Saville Street, Burngreave	Office	Business	17	152	2
P00015	Oakham Drive/Rutland Road, Woodside	Flexible	General Employment	17	167	2
P00017	Prospects Business Park, Carlisle Street, Petre Street, Grimesthorpe	Business or Industrial	Business and Industrial	17	152	2
P00021	Somerset Road/Richmond Street, Burngreave	Housing	Housing	17	156	2
P00022	Spital Hill, Burngreave	Flexible	Business	17	166	2
P00026	Rutland Road, Woodside	Flexible	Flexible Use	17	167	2
P00028	West of Crown Hill, Petre Street, Grimesthorpe	Business or Industrial	Business and Industrial	17	153	2
P00029	Woodside redevelopment site, Pitsmoor Road, Woodside	Housing	Housing	17	156	2
P00043	Carver Lane/Holly Street	Office	Business	13	113	8
P00044	Castle Market	Housing	Central Housing	13	120	8
P00045	Castlegate (Broad Street/Shude Hill/Exchange Place)	Office	Priority Office	13	113	8
P00070	Sheaf Square	Office	Priority Office	13	114	8
P00073	Hanover Way/Milton Street	Office and Housing	Business, Central Housing	13	115	8
P00083	Pond Street/Sheaf Street(former NMB)	Office	Business	13	116	8
P00084	New Retail Quarter	Retail	Central Primary Shopping, Central Housing	13	117	8
P00086	Nursery Street, opposite Joiner Street	Open Space	Open Space	13	121	8
P00087	Paradise Square	Open Space	Open Space	13	122	8
P00089	Chatham Street, Bridgehouses	Flexible	Flexible Use	13	121	8
P00093	St. Vincent's Park (proposed)	Open Space	Open Space	13	122	8
P00100	Sheaf Street/Pond Hill (Digital Campus Phase 1)	Office	Priority Office	13	114	8
P00121	West Bar Triangle	Office	Business	13	116	8
P00127	Weedon Street/Meadowhall Way(River Con District), Meadowhall	Flexible	Business	14	131	4
P00129	Alsing Road, Meadowhall	Flexible	General Employment	14	131	4
P00131	Darnall Works, Darnall Road	Flexible	Housing	14	137	4
P00134	Attercliffe Canal side, Ripon Street/Woodburn Road, Attercliffe	Flexible	Flexible Use	14	138	4
P00136	Rear of Davy Steels site, Prince of Wales Road, Darnall	Business or Industrial	Business and Industrial	14	125	4

Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00137	Barleywood Road, Darnall	Industry	Industrial	14	125	4
P00138	Former Betafence, Sheffield Road, Carbrook	Business or Industrial	Business and Industrial	14	132	4
P00140	Broad Oaks, Attercliffe	Industry	Industrial	14	126	4
P00141	Broadlands, Lumley Street, Attercliffe	Waste Management	Waste Management	14	137	4
P00143	Calor Site, Shepcote Lane, Darnall	Business or Industrial	Business and Industrial	14	126	4
P00145	Catley Road, Darnall	Industry	Industrial	14	126	4
P00153	Faraday Road/Trent Street, Attercliffe	Industry	Industrial	14	127	4
P00154	Fitzalan Works, Effingham Street, Attercliffe	Flexible	Flexible Use	14	138	4
P00155	Former Asda site, Orgreave Place, Handsworth	Business or Industrial	Business and Industrial	18	169	7
P00156	Scaffold Yard, Orgreave Place, Handsworth	Business or Industrial	Business and Industrial	18	169	7
P00160	Former Dr John Worrall School, Attercliffe	Industry	Industrial	14	127	4
P00162	Former Handsworth First School, St Josephs Road, Handsworth	Housing	Housing	18	170	4
P00164	Sheffield Tipper's Site, Sheffield Road, Tinsley	Business or Industrial	Business and Industrial	14	132	4
P00174	Lumley Street, Attercliffe	Industry	Industrial	14	127	4
P00178	Next to Shepcote House, Shepcote Lane, Darnall	Industry	Industrial	14	128	4
P00181	Ouse Road	Housing	Housing	14	135	4
P00182	Outokumpu Site, Shepcote Lane, Tinsley	Industry	Industrial	14	128	4
P00183	Former Pic Toys, Darnall Road, Darnall	Flexible	Flexible Use	14	138	4
P00184	Pinfold Works, Staniforth Road	Flexible	Flexible Use	14	139	4
P00185	Station Road, Darnall	Retail	District Centre	14	134	4
P00187	Ripon Street/Woodburn Hill, Attercliffe	Industry	Industrial	14	129	4
P00191	Sheffield Business Park Phase 2 (former Western Runway Sheffield Airport)	Business or Industrial	Business and Industrial	14	133	4
P00194	Site adjacent to Fitzalan Works, Attercliffe Road, Attercliffe	Flexible	Flexible Use	14	139	4
P00195	Spartan Works, Attercliffe Road, Attercliffe	Flexible	Flexible Use	14	139	4
P00196	Attercliffe Canalside (Staniforth Road Transport Depot)	Housing	Housing	14	136	4
P00202	Westaways, Attercliffe Road, Attercliffe	Flexible	Flexible Use	14	139	4
P00203	Blagden Street (land to rear of 40 Manor Oaks Road), Park	Housing	Housing	18	171	4
P00204	Castle College North Site, Granville Road, Norfolk Park	Housing	Housing	18	171	4
P00205	Site of Claywood Tower Blocks, Norfolk Park	Housing	Housing	18	171	4
P00206	Cricket Inn Road, Wybourn	Housing	Housing	18	172	4
P00208	Fretson Road/Motehall Road, Manor	Housing	Housing	18	172	4
P00209	Harborough Ave/Viking Lea Drive, Manor	Housing	Housing	18	172	4
P00210	Harborough Road/ Harborough Rise, Manor	Housing	Housing	18	173	4
P00211	Maltravers Road, Wybourn	Housing	Housing	18	173	4
P00212	Manor Gateway Site, off Prince of Wales Road	Housing	Housing	18	173	4
P00213	Manor Community Centre	Housing	Housing	18	174	4
P00214	Manor Park Avenue	Housing	Housing	18	174	4
P00215	Manor Site 8, Queen Mary Road/Fretson Road, Manor	Housing	Housing	18	174	4
P00217	Wulfric Road/Windy House Road, Manor	Housing	Housing	18	175	4
P00219	Nunnery Sidings (East), Sheffield Parkway	Business or Industrial	Business and Industrial	14	133	4
P00222	Park Hill Flats (Phases 2-4), Duke Street	Housing	Housing	18	175	4

Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00223	Phase D, Stonecliffe Road, Manor	Housing	Housing	18	175	4
P00226	Seaton Crescent, Manor Park	Housing	Housing	18	176	4
P00228	Skye Edge Avenue A, Wybourn	Housing	Housing	18	176	4
P00230	St. John's School, Manor Oaks Road	Housing	Housing	18	177	4
P00235	Former British Glass Labs, Northumberland Road, Crookesmoor	Housing	Housing	19	185	3
P00236	Former Clifton Steelworks, Club Mill Road, Hoyland Road, Neepsend	Business or Industrial	Business and Industrial	15	146	3
P00237	Gas Holder Site, Neepsend Lane, Parkwood Road, Neepsend	Business or Industrial	Business and Industrial	15	141	3
P00239	Herries Road, Herries Road South/Penistone Road North, Owlerton	Business or Industrial	Business and Industrial	15	146	3
P00241	Land at Clay Wheels Lane	Business or Industrial	Business and Industrial	15	141	3
P00242	Club Mill Road River Don A, Neepsend	Business or Industrial	Business and Industrial	15	142	3
P00244	Herries Road South, Owlerton	Business or Industrial	Business and Industrial	15	142	3
P00247	Wardsend Road, Wadsley Bridge	Business or Industrial	Business and Industrial	15	142	3
P00248	Wardsend Road North, Wadsley Bridge	Business or Industrial	Business and Industrial	15	143	3
P00249	Ash Street/Langsett Road, Uppertorpe	Flexible	Flexible Use	15	148	3
P00251	Livesey Street, Hillsborough	Flexible	General Employment	15	148	3
P00252	Neepsend Gasworks Tip, Neepsend Lane	Business or Industrial	Business and Industrial	15	143	3
P00256	Site of Doncasters, accessed via Penistone Road, Neepsend	Business or Industrial	Business and Industrial	15	144	3
P00257	Site of Hillfoot Steels, Penistone Road North, Wadsley Bridge	Business or Industrial	Business and Industrial	15	147	3
P00258	Former UCAR Site, Beeley Wood Lane	Business or Industrial	Business and Industrial	15	144	3
P00259	Niagara Forge, Clay Wheels Lane	Business or Industrial	Business and Industrial	15	145	3
P00262	Next to disused railway line, near Butterthwaite Lane, Ecclesfield	Industry	Industrial	21	199	2
P00263	Balfour House, Horner Close, Stocksbridge	Housing	Housing	22	206	1
P00266	Ernest Thorpe's Lorry Park, Station Road, Deepcar	Business or Industrial	Business and Industrial	22	205	1
P00269	Former Occupational Training Centre, Westwood Road, High Green	Housing	Housing	21	203	2
P00270	Former Petrol Depot, Johnson Lane, Station Road, Ecclesfield	Business or Industrial	Business and Industrial	21	199	2
P00271	Former Steins Tip, Station Road, Deepcar	Housing	Housing, Open Space	22	206	1
P00273	G Fishers Transport Yard, Green Lane, Ecclesfield	Flexible	General Employment	21	202	2
P00276	Loicher Lane, Ecclesfield	Industry	Industrial	21	200	2
P00279	Next to Arthur Lee Works, Loicher Lane, Ecclesfield	Industry	Industrial	21	200	2
P00280	Site A Stocksbridge Steelworks, off Manchester Road, Stocksbridge	Housing	Housing, Open Space	22	207	1
P00284	Site G Stocksbridge Steelworks, off Manchester Road, Stocksbridge	Housing	Flexible Use	22	209	1
P00285	26 Station Road, Ecclesfield	Flexible	General Employment	21	202	2

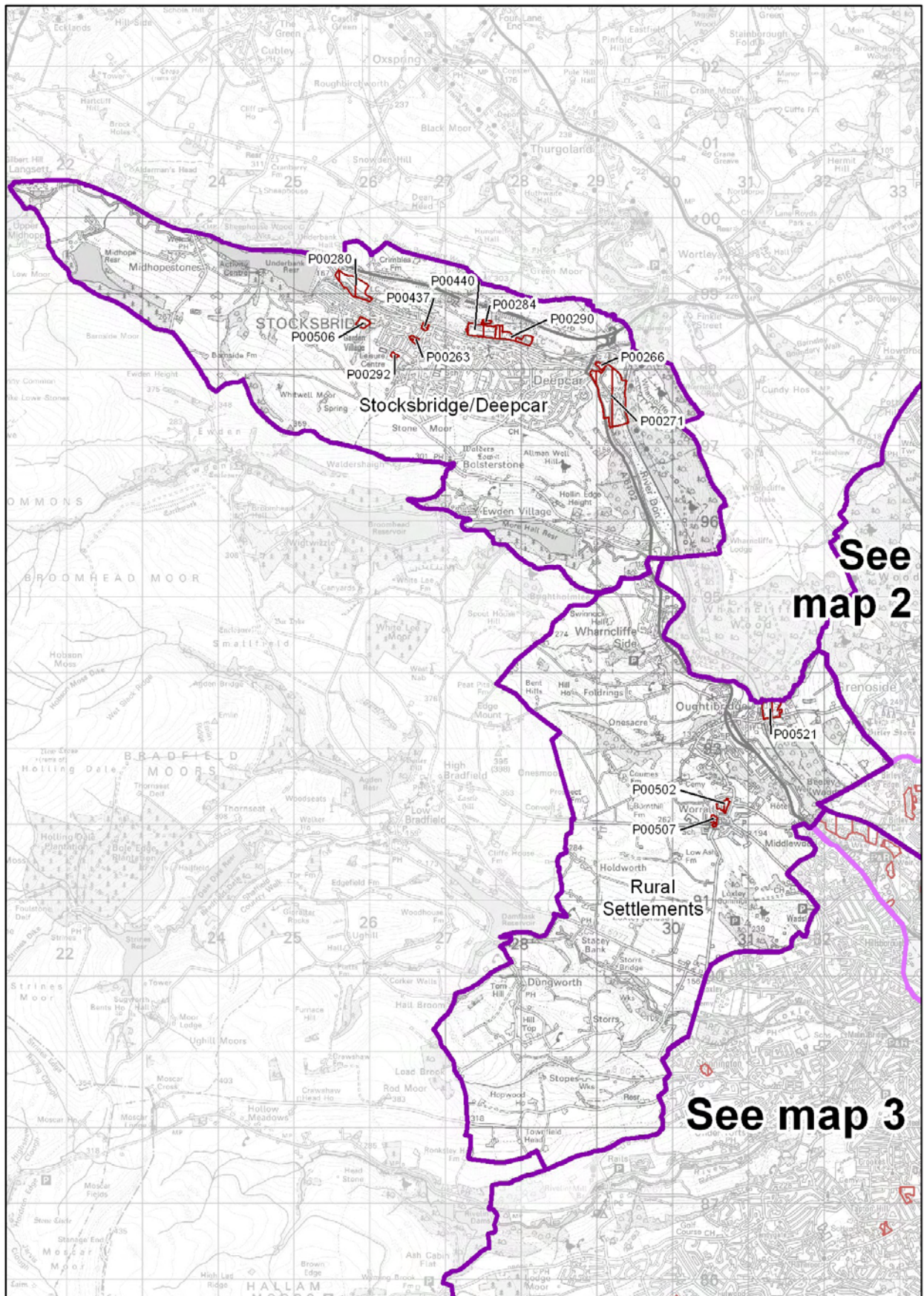
Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00287	Smithy Wood, Cowley Hill, Chapeltown	Industry	Industrial	21	201	2
P00288	South Yorkshire trading Standards Unit Site, Thorncliffe Lane, High Green	Housing	Housing	21	203	2
P00290	Ford Lane, Stocksbridge	Housing	Housing, Open Space	22	208	1
P00292	Sweeney House, Alpine Close, Stocksbridge	Housing	Housing	22	208	1
P00295	Yarra Industrial Estate, Loicher Lane, Ecclesfield	Industry	Industrial	21	201	2
P00297	Former 100-120 Buchanan Road and between Falstaff Road and Buchanan Road, Parson Cross	Housing	Housing	17	157	2
P00299	Buchanan Crescent/Adlington Road, Parson Cross	Housing	Housing	17	157	2
P00300	Chaucer School Site, Halifax Road	Housing	Housing	17	158	2
P00302	Collinson Road/Adrian Crescent, Parson Cross	Housing	Housing	17	158	2
P00303	Falstaff Crescent, Parson Cross	Housing	Housing	17	158	2
P00304	Falstaff Road/Adrian Crescent, Parson Cross	Housing	Housing	17	159	2
P00305	Falstaff Road/Symons Crescent/Murdoch Road, Parson Cross	Housing	Housing	17	159	2
P00306	Former 179-229 (odds) Deerlands Avenue, Parson Cross	Housing	Housing, Open Space	17	159	2
P00307	Former 200-262 (evens) Deerlands Avenue, Parson Cross	Housing	Housing	17	160	2
P00308	Former 354-384 (evens) and Former 285-287 (odds), Deerlands Avenue, Parson Cross	Housing	Housing, Open Space	17	160	2
P00309	Foxhill Crescent, Foxhill	Housing	Housing	17	160	2
P00310	Foxhill Masterplan Area (Recreation Ground)	Housing	Housing	17	161	2
P00312	Launce Road/Collinson Road, Parson Cross	Housing	Housing	17	161	2
P00314	Lytton Rd/Buchanan Rd/Wordsworth Ave (B2) Parson Cross Masterplan Area	Housing	Housing	17	161	2
P00315	Margetson Crescent, New Parson Cross	Housing	Housing	17	162	2
P00316	Musgrave Road, Shirecliffe	Housing	Housing	17	162	2
P00317	Crumpsall Road/Crumpsall Drive, Shirecliffe	Housing	Housing	17	162	2
P00320	Former Parson Cross College (Colley site) Remington Road, New Parson Cross	Housing	Housing	17	162	2
P00321	Former Parson Cross College (Monteney site), Morrall Road/Monteney Road, New Parson Cross	Housing	Housing	17	163	2
P00323	Former 16-42 Buchanan Road, Parson Cross	Housing	Housing	17	163	2
P00326	Wordsworth Ave/Buchanan Road/Deerlands Avenue, Parson Cross	Retail or Mixed Use	District Centre	17	154	2
P00328	Beldon Road B, Norfolk Park	Retail or Mixed Use	Neighbourhood Centre	18	170	4
P00330	Daresbury Drive, Newfield Green	Housing	Housing	18	177	4
P00333	Kenninghall Drive, Norfolk Park	Housing	Housing	18	177	4
P00335	Park Grange Drive, Norfolk Park	Housing	Housing	18	178	4
P00336	Park Spring Drive A, Norfolk Park	Housing	Housing	18	178	4
P00337	Park Spring Drive B, Norfolk Park	Housing	Housing	18	179	4
P00338	S R Gents factory, East Bank Road, Norfolk Park	Housing	Housing	18	179	4
P00343	Gilders Car Showroom Site, Ecclesall Road, Banner Cross	Housing	Housing	19	185	6
P00346	Holiday Inn, Manchester Road, Broomhill	Housing	Housing	19	186	3
P00350	Sheffield Hallam University Campus, Psalter Lane, Nether Edge	Housing	Housing	19	186	6
P00353	Tapton Halls of Residence, Crookes Road, Broomhill	Housing	Housing	19	186	3
P00355	Abbeydale Drive, Carter Knowle	Park-and-Ride	Flexible Use	19	190	6

Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00356	Next to 45, Spring Close Mount, Gleadless Valley	Housing	Housing	18	179	6
P00357	Former Hazlebarrow School, Hazlebarrow Crescent, Jordanthorpe	Housing	Housing	19	187	6
P00360	Gaunt Road(previously 95 - 381), Hemsworth	Housing	Housing	18	180	6
P00361	Former Hemsworth Primary School, Blackstock Road	Housing	Housing	18	180	6
P00367	Beighton Road, Woodhouse	Housing	Housing	20	193	7
P00370	New Street / Long Acre Way, Holbrook	Industry	Industrial	20	191	7
P00373	Meadowbrook Park, Holbrook	Industry	Industrial	20	191	7
P00375	Birley Moor Road, Frecheville	Housing	Housing	20	193	7
P00376	Mosborough Wood Business Park, Holbrook	Industry	Industrial	20	191	7
P00379	Newstead Estate, Birley	Housing	Housing	20	194	7
P00380	Owlthorpe C	Housing	Housing	20	194	7
P00381	Owlthorpe D	Housing	Housing	20	195	7
P00382	Owlthorpe E	Housing	Housing	20	195	7
P00383	Rother Valley Way, Owlthorpe Greenway, Holbrook	Industry	Industrial	20	192	7
P00384	Oxclose Farm	Housing	Housing	20	195	7
P00386	Rotherham Road, Beighton	Business or Industrial	Business and Industrial	20	192	7
P00387	Scowerdons Estate, Hackenthorpe	Housing	Housing	20	196	7
P00393	Weakland Estate, Hackenthorpe	Housing	Housing	20	196	7
P00394	Former Westfield School Site	Housing	Housing	20	196	7
P00403	King Egbert's Upper School, Furniss Avenue, Dore	Housing	Housing	19	187	5
P00412	Chapelwood Road, Darnall	Housing	Housing	14	135	4
P00414	Former tennis courts and adjacent land, Steel City sports ground, Shiregreen Lane, Firth Park	Housing	Housing	17	163	2
P00415	Hinde House School Lower Playing Field, Wincobank	Housing	Housing	17	164	2
P00417	Woodbury Rd, Wincobank	Housing	Housing	17	164	2
P00419	Woolley Wood School, Shiregreen	Housing	Housing	17	164	2
P00424	Former Bluestones Primary School, Norfolk Park	Housing	Housing	18	180	4
P00428	Wordsworth Avenue/Buchanan Road, Parson Cross	Retail/Community Facilities	District Centre	17	155	2
P00430	Rawson Spring Road, Owlerton	Business or Industrial	Business and Industrial	15	145	3
P00433	Errington Crescent/Errington Road, Arbourthorne	Housing	Housing	18	181	4
P00434	Berners Road/Berners Place, Arbourthorne	Housing	Housing	18	181	4
P00435	Algar Place/Algar Road, Arbourthorne	Housing	Housing	18	182	4
P00436	Former Oakes Park School	Housing	Housing	19	188	6
P00437	Newton Grange, Manchester road, Stocksbridge	Housing	Housing	22	208	1
P00439	Scotia Drive, Manor	Housing	Housing	18	182	4
P00440	Outokumpu, off Manchester Road, Stocksbridge	Retail/Mixed Use	District Centre	22	205	1
P00443	Mansell Crescent/Mansell Road, New Parson Cross	Housing	Housing	17	165	2
P00444	Mansell Crescent/Mansell Road, New Parson Cross	Housing	Housing	17	165	2
P00470	Sheaf Square	Office	Priority Office	13	115	8
P00471	Sheffield Business Park (Heliport)	Business or Industrial	Business and Industrial	14	134	4
P00472	Europa Link, Darnall	Business or Industrial	Business and Industrial	14	129	4
P00473	Former Tinsley Marshalling Yard (West site)	Industry	Industrial	14	129	4
P00474	Former Tinsley Marshalling Yards (East site)	Industry	Industrial	14	130	4
P00475	Exchange Street/Exchange Place/Blonk Street	Open Space	Open Space	13	122	8
P00476	Former ROM site, Barrow Street, Tyler Street, Wincobank	Business or Industrial	Business and Industrial	17	153	2



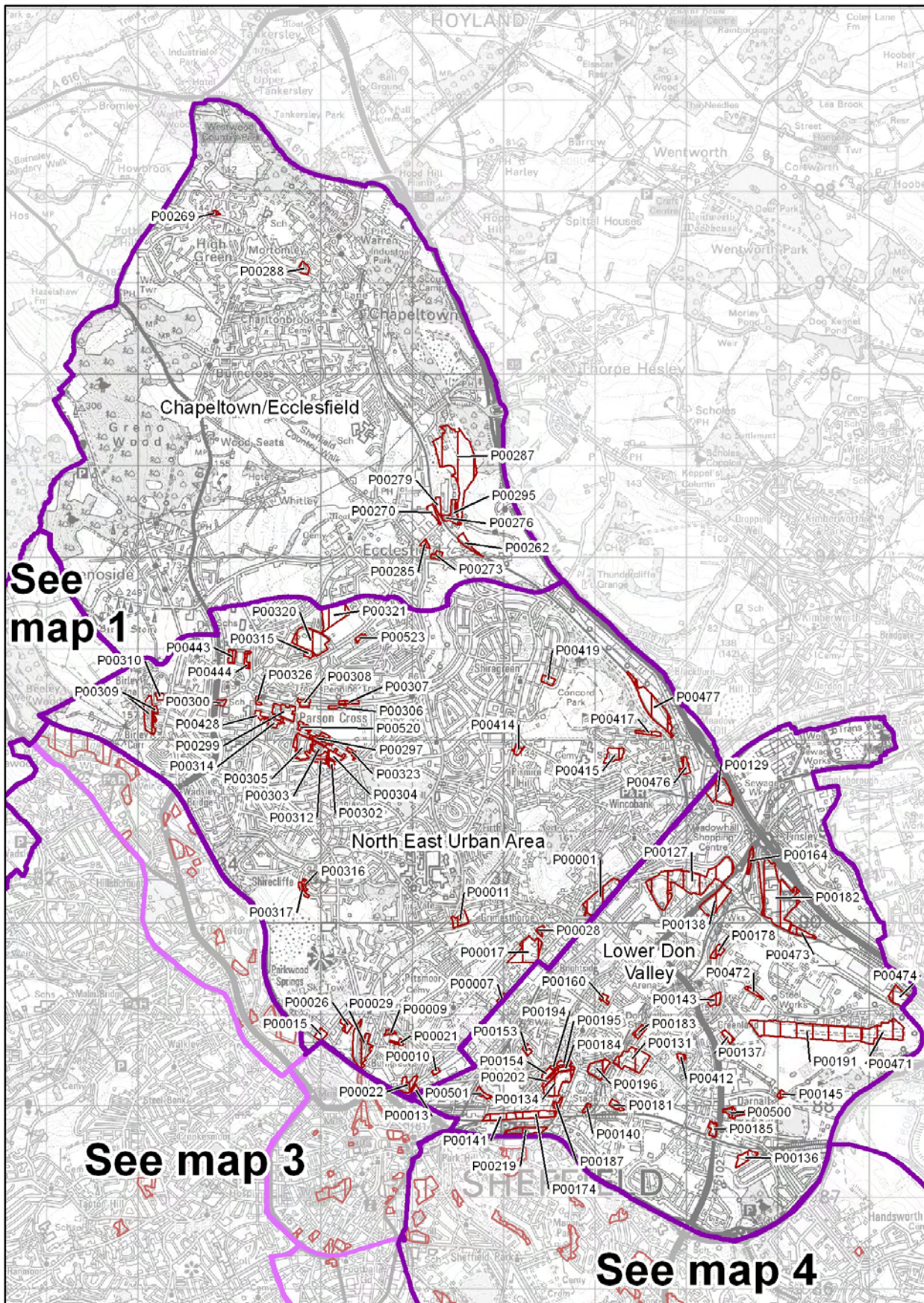
Site Ref	Site Address	Type of Allocation	Policy Area	Chapter	Page	Map Sheet
P00477	Former Arthur Lees Steel Works, North of Outokumpu, Blackburn Valley	Industry	Industrial	17	154	2
P00495	Holbrook Rise, Holbrook	Industry	Industrial	20	192	7
P00498	Herries Road, Owlerton	Business or Industrial	Business and Industrial	15	146	3
P00499	Dairy Distribution Centre, Hemsworth Road, Norton	Housing	Housing	18	182	6
P00500	Infield Lane, Darnall	Housing	Housing	14	136	4
P00501	Foley Street/Levisohn Street, Attercliffe	Industry	Industrial	14	130	4
P00502	Wiggan Farm, Towngate Road, Worrall	Housing	Housing	23	212	3
P00503	Former Sports Ground, Greaves Lane, Stannington	Housing and Open Space	Housing	19	188	3
P00506	Hawthorn Avenue/Coppice Close, Stocksbridge	Housing	Housing	22	209	1
P00507	Worrall Hall Farm, Kirk Edge Road/Top Road, Worrall	Housing	Housing	23	212	3
P00509	Junction Road, Woodhouse	Housing	Housing	20	197	7
P00510	Woodhouse East, North of Beighton Road	Housing and Open Space	Housing	20	197	7
P00511	Former SHU Playing Fields, Hemsworth Rd, Norton	Housing and Open Space	Housing, Open Space	18	183	6
P00516	Gilders Car Showroom, Middlewood Road, Middlewood	Housing	Housing	15	147	3
P00517	Canterbury Crescent, Fulwood	Housing	Housing	19	189	5
P00518	Abbeydale Grange School site, Abbeydale Road, Carter Knowle	Housing	Housing	19	189	6
P00520	Former 131-169, 166-200 Buchanan Road. Parson Cross	Housing	Housing	17	165	2
P00521	Platts Lane/Oughtibridge Lane, Oughtibridge	Housing	Housing	23	211	1
P00522	Smelterwood Road, Stradbroke	Housing	Housing	18	183	4
P00523	Wordsworth Avenue, Parson Cross	Housing	Housing	17	166	2
P00525	Bannerdale Centre and adj. land, Carter Knowle Road	Housing and Open Space	Housing, Open Space	19	189	6
P00526	Young Street (Wickes)	Retail Warehouse	Business	13	118	8
P00527	St Mary's Gate (Deacon House and former Mothercare)	Retail Warehouse	Business	13	118	8
P00528	Eyre Street (Decathlon)	Retail Warehouse	Business	13	119	8
P00529	Boston Street(former Remploy)	Retail Warehouse	Business	16	149	3

**SITE INDEX: MAP 1**



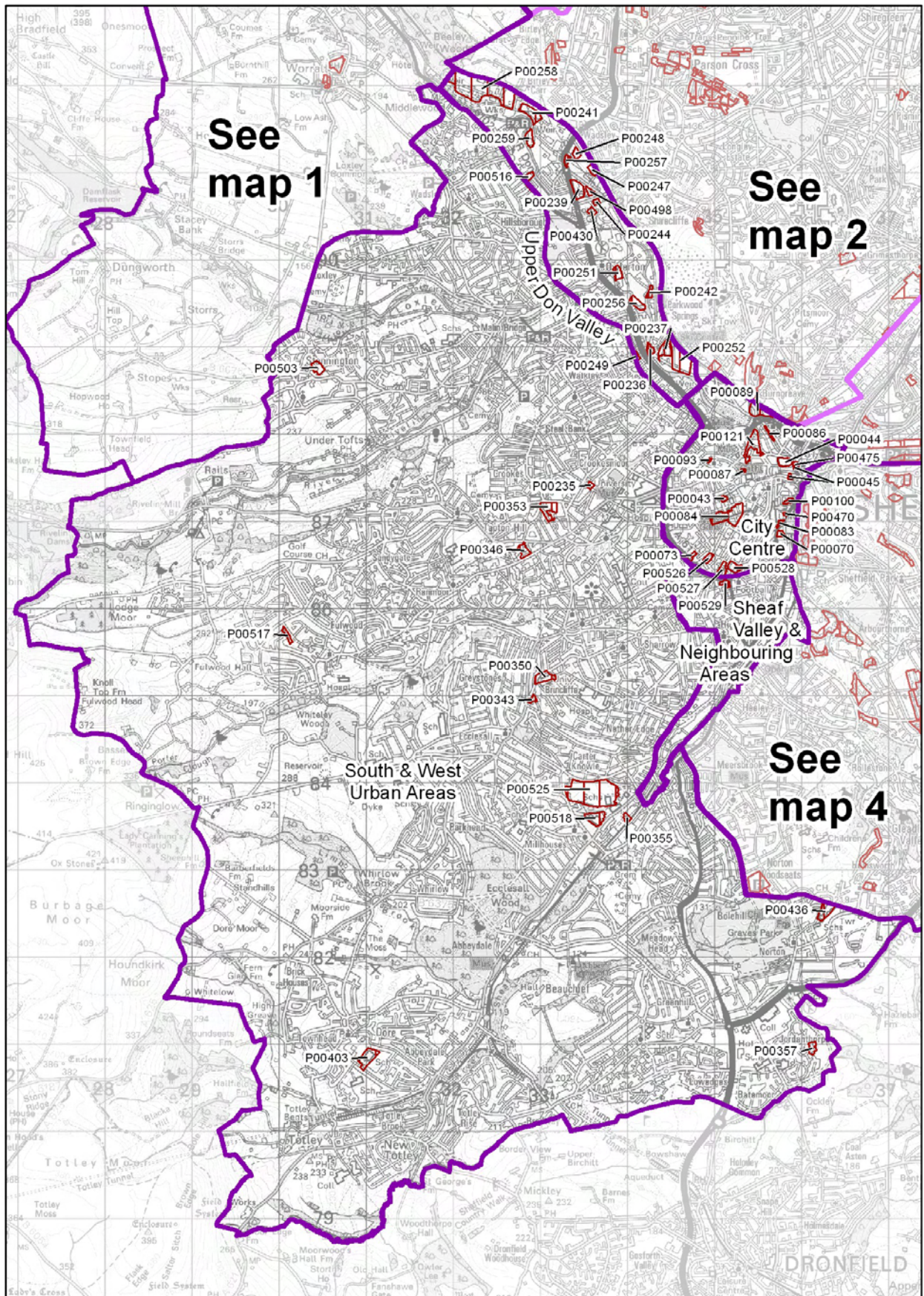
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**SITE INDEX: MAP 2**



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**SITE INDEX: MAP 3**



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## PART 1: CITY-WIDE POLICIES

## 2 ECONOMIC PROSPERITY AND SUSTAINABLE EMPLOYMENT

**2.1** Most of the policies for achieving economic prosperity and sustainable development are contained in chapter 6 of the Core Strategy but three other issues still need to be addressed through the development management process. These are:

- the framework for developer contributions needed to help deliver supporting infrastructure
- ensuring that new sensitive uses do not hold back future economic activity
- matching the economic potential of development with other needs identified in the Core Strategy's objectives.

### A1 Infrastructure Requirements, Community Infrastructure Levy and other Developer Contributions

**2.2** Local Plans are expected to anticipate possible gaps in the future provision of infrastructure and to identify how shortfalls in funding could be overcome. The first step is taken in the Core Strategy, which identifies a range of infrastructure types to be provided, including transport networks and facilities, schools, health centres and open space. The following citywide policies (or their supporting text) indicate that some funding will come from developer contributions:

CS1	Land for Employment and Economic Development
CS16	Rail Connections
CS19	Cultural Facilities in the City centre
CS34	District Centres
CS39	Neighbourhood Centres
CS40	Affordable Housing
CS43	Schools
CS44	Health Centres
CS45	Quality and Accessibility of Open Space
CS46	Quantity of Open Space
CS47	Safeguarding of Open Space
CS53	Management of Demand for Travel
CS54	Pedestrian Routes
CS55	Cycling Routes
CS56	Priority routes for Bus and Bus Rapid Transit
CS57	Park-and-Ride and Car Parking in the City Centre
CS59	New Roads
CS60	Transport in the City Centre
CS61	Pedestrian Environment in the City Centre
CS63	Responses to Climate Change
CS65	Renewable Energy and Carbon Reduction
CS66	Air Quality
CS67	Flood Risk Management
CS70	Provision for Recycling and Composting
CS73	The Strategic Green Network
CS75	Improvements to Gateway Routes into and through the City

**2.3** These policies are complemented by area-specific policies (including CS7, CS8, CS9, CS10, CS12, CS13, CS21, CS28, CS29, CS35, CS37, CS48, CS60, CS61 and CS62). The policy below provides the broad priorities for obtaining the funding.

- 2.4** Local planning authorities are empowered to charge a Community Infrastructure Levy on most types of new development when planning permission is given. This makes it unnecessary to negotiate separate agreements for individual proposals except where purely site-specific needs are still not provided for. The basis for calculating the charge is the need for infrastructure to provide for new development to implement the development plan across the District. The basic figure is then adjusted to take account of viability, which can vary depending on the type of development and the area in which it takes place.

## **Policy A1**

### **Infrastructure Requirements, Community Infrastructure Levy and other Developer Contributions**

The priority for funding of infrastructure through the Community Infrastructure Levy (CIL) and other developer contributions will be to increase the effective capacity of infrastructure to enable or support development in the city.

Receipts from the CIL will be used only to invest in infrastructure that:

- a. is essential for delivery of outcomes proposed in the Sheffield Local Plan; or
- b. has been identified to meet locally determined requirements in the neighbourhood where the development takes place;

and that:

- c. could not be financed from mainstream programmes, site-specific developer contributions or other sources; and
- d. could be delivered within a reasonable timescale.

Infrastructure will be given priority for funding through the CIL that:

- e. releases potential for regeneration;
- f. supports meeting of the city's housing and employment land targets;
- g. maximises the benefits from scarce resources;
- h. enhances quality of life and equal opportunities;
- i. reduces carbon emissions;
- j. increases the resilience of the area to long-term change.

Specific priorities are:

- k. measures and facilities to increase the capacity and quality of the transport network and public transport, particularly on Key Routes; and
- l. provision for schools where there is evidence of insufficient local space for demand arising from new development; and
- m. new or improved green infrastructure and public spaces in areas where there is a shortage; and
- n. additional specific measures that would be critical to delivering the city's economic and spatial strategy.



## Definitions

**'Infrastructure'** – includes physical, social and environmental facilities and networks needed to serve development such as transport, telecommunications, energy, water supply, sewerage and drainage, schools, hospitals, health centres and open space, consistent with the definition set out in the Planning Act 2008.

**'Other sources'** – these are likely to vary over time but current examples are the Regional Growth Fund, Tax Increment Financing, and the New Homes Bonus.

**'Transport Network'** – includes roads, rail, tram, cycling and pedestrian routes and facilities. For Key Routes, see Core Strategy policy CS52 and the Proposals Map.

**'Green Infrastructure'** – A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality-of-life benefits for local communities. It may include playing fields, play areas and informal open space such as parks, natural or semi-natural open spaces, landscaped areas, etc. (see also definition of informal open space in Core Strategy policy CS47).

- 2.5** The Community Infrastructure Levy needs to be at a level that will not have an undue impact on the economic viability of development across the city. This means that it will not be sufficient to finance all the potential infrastructure needs. Other types of developer contributions will also be set at levels that are generally viable and would not seriously prejudice development. In keeping with national policy, the assessment of viability will take account of market factors, costs and delivery issues. Priorities need to be set that balance what is required to enable development with what can be afforded, so as not to put appropriate development at risk.
- 2.6** CIL will be used in conjunction with other funding sources where available, including Section 106 contributions where they are also needed to enable the development of the site and where they meet all the tests set out in the National Planning Policy Framework.
- 2.7** The priorities indicated in the policy reflect the main types of infrastructure identified in the Sheffield City Region Manifesto for Growth and the City Council's Corporate Plan. They take forward the delivery of infrastructure identified in the Core Strategy, incorporating, where appropriate, measures that the Core Strategy indicated would be funded, in full or in part, by developer contributions. The priorities identified also reflect the funding deficits and project commitments identified in the Infrastructure Delivery Plan.
- 2.8** Transport receives particular priority as it is critical to delivery of the city's overall economic and spatial strategy. Strategic transport priorities will also be determined with reference to the Sheffield City Region Transport Strategy. In particular, sustainable transport improvements, such as public transport, can increase the effective capacity of the transport network. Contributions will be needed for education services where it would not be possible from identified mainstream funding to meet the needs created by development proposed in the Core Strategy. Green infrastructure is an integral aspect of the Core Strategy vision including the promotion of good health.
- 2.9** Energy, water and telecoms will not usually need to be funded through the CIL or developer contributions, although the policy would allow this if still required to deliver

the Core Strategy. With the exception of flood defences, they are not specified in the indicative definition of infrastructure in the 2008 Act to be funded through a CIL and a major part would be provided for through the utility companies' own investment programmes. These programmes will be informed by current planning permissions and the site allocations set out in this document.

- 2.10** A charging schedule will be drawn up for the CIL, based on a more specific assessment of which infrastructure measures it would fund. This will take account of citywide priorities, while local communities will decide their priorities and a meaningful proportion of CIL funding will be assigned to meet them. To inform the more detailed work, the policy sets a range of guiding principles, to help ensure that the CIL secures both the most sustainable and the most efficient outcomes.

**Related policies in this document:**

B1	City Centre Design
B3	Shopping and Leisure Development and Community Facilities outside Existing Centres
C1	Access to Local Services and Community Facilities in New Residential Developments
C2	Residential Design
C4	Development in District and Neighbourhood Centres
D1	Inclusive Design in Public Buildings and Places of Work
D2	Open Space in Large New Housing Developments
D3	Delivering Affordable Housing
E1	Development and Trip Generation
E2	Parking
E3	Design for Roads and Movement
F1	Pollution Control
F2	Requirements for Waste Management
G1	Safeguarding and Enhancing Biodiversity and Features of Geological Importance
G2	The Green Network
G4	Water in the Landscape
G7	Development and Heritage
G10	Design Quality
H1	Land Uses in Policy Areas

## **A2 Requirements for Economic Prosperity and Sustainable Employment**

- 2.11** The Core Strategy sets out the required scale and broad distribution of employment related development. The related policies are as follows:

CS3	Locations for Office Development
CS4	Offices in the City Centre
CS5	Locations for Manufacturing, Distribution/ Warehousing and Other Non-Office Businesses
CS6	Manufacturing and the City Centre – Transition Areas
CS7	Meadowhall
CS8	Tinsley Park
CS9	Attercliffe/Newhall and Parkway Kettlebridge
CS10	Business and Industry in the Upper Don Valley
CS11	Employment Locations in the North East Urban Area
CS12	Blackburn Valley
CS13	Employment and Services in Mosborough/ Woodhouse
CS30	Jobs and Housing in the Sheaf Valley and Neighbouring Areas
CS32	Jobs and Housing in Chapeltown/Ecclesfield
CS33	Jobs and Housing in Stocksbridge/Deepcar

The distribution of economic activity indicated by these policies is shown in more detail in the Proposals Map through the Policy Areas designated in policy H1.

**2.12** However, two related issues for development management require guidance.

## Policy A2

### Requirements for Economic Prosperity and Sustainable Employment

Development providing for sensitive uses should not take place close to industrial or other uses in industrial employment areas where the environmental needs of residents or other occupiers or users of such development would constrain the neighbouring businesses or industrial activities.

Local employment will be promoted, by expecting major employment-generating schemes to encourage as many employment opportunities as possible to be taken up by local people.

#### Definitions

**'Sensitive uses'** – these will include housing (C3, C4), residential institutions (C2), hotels (C1), hostels, many community facilities (D1) and certain types of leisure use (D2), theatres and outdoor leisure. Other uses not listed may also be considered sensitive.

**'Industrial or other uses'** – includes general industry (B2), warehouses and open storage (B8) and uses such as waste management facilities and sewage treatment works and other unclassified industrial processes.

**'Industrial employment areas'** – policy areas in which general industry is an acceptable use, i.e. Business and Industrial Areas, Industrial Areas and General Employment Areas (see policy H1) and Waste Management Areas (see policy F2).

**'Major employment-generating schemes'** – schemes employing 100 or more workers, either during the construction phase or on occupation. If an occupier is relocating within the city, the net additional jobs will be counted.

**'Employment opportunities'** – Includes jobs, apprenticeships, training opportunities and work placements, both during construction and on occupation.

**'Local people'** – those living within the urban area (and its surroundings) in which the development takes place. The areas are identified in the Core Strategy and consist of the main urban area and outer built-up areas of Mosborough/Woodhouse, Chapelton/High Green and Stocksbridge/Deepcar.

**2.13** The provision for not locating sensitive uses close to industrial areas ensures that the mixing of uses does not actually constrain economic development. Maximising employment opportunities within local communities will help to deliver the spatial vision of the Core Strategy, where sustainable neighbourhoods offer a range of facilities and

reduce the need to travel. This need not be financially onerous and would have negligible implications for the viability of proposed developments.

- 2.14** Delivery will be through the development management process, using conditions on planning permissions or Section 106 agreements. Developers, subcontractors and occupiers will be expected to make full use of local recruitment and training programmes, such as those provided or co-ordinated through Jobcentre Plus, and to widely publicise new employment opportunities within the local community, using local community groups where available. Information held on job-seekers and their skills and qualifications will be made available to new local employers to assist with their recruitment. During construction, developers will be encouraged to use local construction training initiatives.

**Related policies in this document:**

- C3 Safeguarding Sensitive Uses from Nuisance
- E1 Development and Trip Generation
- G10 Quality Design



## 3 SERVING THE CITY REGION

- 3.1** The Core Strategy establishes the role of the City Centre as a driver for the transformation of the city's and City Region's economy. It also acknowledges the importance of high quality design and distinctive character in supporting regeneration and economic transformation. Many of the policies to achieve this are contained in other policies in this document but delivery of the vision depends on the quality of design in the City Centre and the concentration of shops and cultural facilities at its heart.

### B1 City Centre Design

- 3.2** The City's Economic Masterplan and City Centre Masterplan promote the economy of the City Centre and affirm the importance of urban design in creating the appropriate environment for investment. The Core Strategy's vision for the City Centre reflects these documents, emphasising the necessary balance of objectives for economic transformation, sustainability, quality of design and attractiveness to the wider region. It also identifies predominant functions and land uses for each of the 12 distinctive Quarters that make up the City Centre. Policy B1 brings these themes together, drawing particularly on Core Strategy policies:

CS17	City Centre Quarters
CS54	Pedestrian Routes
CS74	Design Principles
CS75	Improvements to Gateway Routes into and through the City

## Policy B1

### City Centre Design

The following design principles will be adopted throughout the City Centre:

- a. promoting high quality, sustainable development that reflects the distinctive role of the City Centre within the city region, and with exemplary design at strategically important or other prominent sites;
- b. ensuring high quality, innovative design of public spaces and streets;
- c. taking opportunities to introduce landscaping and green spaces;
- d. improving and enhancing routes along waterways and connections to them;
- e. ensuring an active streetscene with well designed ground floor environments, particularly on strategic and well used pedestrian routes and around key public transport hubs;

- f. promoting and reinforcing the specific qualities and character of the Quarters to provide a catalyst for regeneration through their variety and distinctiveness, with three broad approaches:

- i conservation-led
- ii emphasising repair and recovery
- iii emphasising reinvention and reconfiguration.

Quarters requiring a conservation-led approach are:

- g. **The Cathedral Quarter**, which should be revitalised through sensitive, well proportioned and designed new development that retains the unique historic character reflected in the street pattern, urban grain and townscape and responds to the Quarter's distinctive topography and resulting views;
- h. **Heart of the City**, which is defined by its significant public buildings complemented by a series of public spaces connected with high quality public realm and where high quality innovative development should respond to the Quarter's strategic and civic role;
- i. **Kelham/Neepsend** where the emphasis should be on enhancing the qualities provided by the wealth of intact industrial heritage together with the accompanying scale of development and the unique street pattern.

Quarters with an emphasis on repair and recovery are:

- j. **Castlegate/Victoria Quays**, where heritage buildings and historic routes will be conserved and enhanced, with more major redevelopment projects promoted in the east of Castlegate making connections to the riverside setting, and taking advantage of any historic or archaeological potential, particularly relating to Sheffield Castle;
- k. **Cultural Industries Quarter**, which should seek to enhance and retain the existing form, scale and arrangement of buildings and the original street grid pattern, and work with the clusters of significant Metal Trades buildings together with associated courtyards and works buildings;
- l. **Devonshire Quarter**, which should continue to encourage innovative opportunities and a fine grain of development that will promote a variety of uses that enhance the existing 'urban village' character of the Quarter, whilst maximising the recreational potential of Devonshire Green;
- m. **St George's**, continuing the redevelopment of the Quarter with a sympathetic mix of contemporary architectural styles and materials alongside the conservation of historic buildings;
- n. **St Vincent's**, where development should respond to the topography and take opportunities to adapt and reuse vacant historic industrial buildings alongside contemporary infill development to realise opportunities to repair the character of the Quarter.

Quarters with an emphasis on reinvention and reconfiguration are:

- o. **The Moor**, where redevelopment should enhance and strengthen its strategic role, including an important City Centre shopping street, indoor market and office area;
- p. **Sheaf Valley**, where advantage should continue to be taken of the Quarter's strategic location as a gateway to the City Centre, the proposed improvements and new links to the neighbouring Sheaf Valley Park and the capacity for major development, dramatic change and contemporary architecture;
- q. **West Bar**, where opportunities should continue to be taken for major redevelopment that provides a new, distinctive identity at this strategic location at the edge of the City Centre, as well as creating positive connections, where possible, to the River Don;
- r. **Wicker/Riverside**, where development should reflect the existing street pattern and grain, the significant concentrations of historic buildings and archaeology, and, in riverside locations, take advantage of the distinctive setting whilst avoiding unacceptable flood risks.

Connections between the Quarters and adjacent neighbourhoods will be promoted.

### Definitions

**'Quarters'** – the 12 districts comprising the City Centre, each having distinctive roles, characters and townscapes. Their roles are set out in Core Strategy policy CS17 and they are identified on the Core Strategy Key Diagram and on the Proposals Map.

**'Strategic or well used route'** –including three strategic routes, defined in the Sheffield City Centre Masterplan, which run through the City Centre and link Quarters and adjacent neighbourhoods:

- the **Gold Route**, from the railway station in the Sheaf Valley to the Heart of the City;
- the **Steel Route**, running through the Moor and the Heart of the City to Castlegate/Victoria Quays;
- the **Blue Route**, following the river corridors, in particular the River Don;

and other well used routes that are important because of their location and pedestrian footfall, including West Street and Arundel Gate.

- 3.3 High quality, sustainable design is a central component in producing a distinctive, attractive city. The City Centre is the focus for the city region, and high quality design is of critical importance in responding to this strategic role. Achieving sustainable development is important, ensuring that it links successfully with its surroundings, provides appropriate transport links, supports local neighbourhoods and communities and makes the best use of natural resources. Strategically important and prominent sites perform a particular function across the city, assisting in way finding and orientation through their visibility and location. The quality of the architecture should respond to this important role so that it performs this function successfully.
- 3.4 Sheffield has developed a strong and unique track record in developing a series of public spaces throughout the City Centre, which have assisted in redefining the image of the city as well as linking different parts of the City Centre. It is essential that this



approach is continued, to ensure an attractive, distinctive and liveable City Centre, benefiting residents, workers and visitors to the city.

- 3.5** The green character of Sheffield is one of its distinctive features and its green and open spaces also contribute to managing climate change and conserving biodiversity. The City Council has a clear vision, set out in its Green and Open Space Strategy, to improve the provision, quality and safety of green spaces across the city. Within the City Centre, the introduction of green space has particular benefits. It helps to reduce the heating effect of heavily built-up areas. It also makes the Centre more attractive as a place to establish new businesses and develop housing by providing spaces for the people living and working here to meet in, relax and enjoy.
- 3.6** Sheffield's natural waterways have been crucial in forming the city's distinctive topography and, along with the canal, have influenced the location of businesses and industry. In some areas they make a valued contribution to the urban landscape but in much of the City Centre they have been culverted, built over or hidden by development. Improving access to them and enhancing routes along them recognises their contribution to the city's character and improves opportunities for recreation and contact with nature and wildlife.
- 3.7** The design of the ground floor of development has a profound impact on the street scene and on how people experience the environment. Large expanses of blank walls and obscured windows have a deadening effect, reducing contact between occupiers and passers-by, who, as a result, feel less safe. This has implications for all types of development, where the composition and design of the ground floor, including the location of entrances and windows, can play an important role in ensuring a vibrant, safe and attractive City Centre. This is especially relevant in locations with much pedestrian activity, generally on the principal street network and around transport hubs.
- 3.8** The City Centre Quarters each have their own distinctive character, identity and individual qualities including the architectural and heritage value of its buildings, its street pattern and grain and the overall degree of intervention required to make the Quarter successful. These characteristics influence the broad approach to development within each of the Quarters.
- 3.9** The policy will be implemented through the development management process and will also reflect the design criteria set out in other policies in this document. Detailed design guidance will be set out in a Supplementary Planning Document. The City Council will also use its 3D model to demonstrate the impact of proposals within the City Centre.

**Related policies in this document:**

B2	Development in the Central Shopping Area and the Cultural Hub
C1	Access to Local Services and Community Facilities in New Residential Developments
C2	Residential Design
D1	Inclusive Design in Public Buildings and Places of Work
E3	Design for Roads and Movement
G5	Development and Area Character
G10	Design Quality
G11	Tall Buildings and Views
G13	Shopfront Design
G14	Advertisements

## **B2 Development in the Central Shopping Area and the Cultural Hub**

**3.10** Maintaining and enhancing the attraction of the City Centre as both a shopping and cultural destination is crucial if it is to continue to help realise the Core Strategy vision of enriching the City Region. The broad strategy is set out in Core Strategy policies:

- CS14 Citywide Distribution of Shopping and Leisure Development
- CS18 Shopping in the City Centre
- CS19 Cultural Facilities in the City Centre

The Core Strategy policies focus on the Primary Shopping Area and will be delivered partly through the completion of the New Retail Quarter. But they will also require management of the range of land uses on existing shopping streets of the Primary Shopping Area and in the Cultural Hub. The policy below helps to implement the Core Strategy through more specific provisions for the Primary Shopping Area and for the wider Central Shopping Area of which it forms the core.

### **Policy B2**

#### **Development in the Central Shopping Area and the Cultural Hub**

Where possible, shops with citywide and regional catchments should be located in the Central Primary Shopping Area. If suitable sites are not available there to accommodate the proposed development, it should be located elsewhere in the Central Shopping Area, including The Moor.

Shops selling bulky goods with a citywide catchment that cannot be located within the Central Shopping Area should be located at the edge of the Area, including appropriate locations at or near to Moorfoot.

A high concentration of shops should be maintained in the Primary Shopping Area. In this area, the proportion of street frontage in use as shops (A1) 50 metres on either side of a proposed development in Fargate, Orchard Square, Chapel Walk, Division Street and Pinstone Street/north end of the Moor should not fall below 70%. In Fargate the proportion in use for financial and professional services (A2) should not increase beyond 20%.

Elsewhere in the Central Shopping Area shops should be the dominant use on the main shopping streets. The proportion of street frontage in use as shops (A1) 50 metres on either side of a proposed development on High Street, on the remainder of The Moor or Division Street or on Devonshire Street should not fall below 50% unless it can be shown to enhance the vitality of the area for shopping.

In the Cultural Hub, cultural facilities will be the preferred uses. Changes from these uses will be allowed only if, as soon as practicable, equivalent or better cultural facilities are provided within or adjacent to the Cultural Hub or the Central Shopping Area.

## Definitions

**'Fargate'** – *properties numbered 2-66 on the west side of Fargate, and between 6 High Street and Surrey Street on the east side.*

**'Length of frontage'** – *including the application building, and properties any part of whose frontage is within 50 metres' walk of the entrance to the building. Vacant properties' frontage will be classified according to their last use. Permissions for development and change of use will be taken into account.*

**'Cultural facilities'** – *Theatres, museums, art galleries and exhibition halls, public libraries, places of worship and religious instruction, church halls, concert halls, cinemas.*

- 3.11** The policy identifies three complementary types of area with a retail hierarchy consisting of the Primary Shopping Area, other parts of the Central Shopping Area and retail locations on the edge of the Central Shopping Area. These areas are defined on the Proposals Map.
- 3.12** The Primary Shopping Area has a crucial and distinctive role in providing for a concentration of the higher-order, high-quality shops that will draw spending from across the city region. Anchor stores and other shops with large catchments selling high-quality goods, e.g. fashion goods, are especially appropriate in this area, where they will most enhance the City Centre's vitality.
- 3.13** The New Retail Quarter will play a key role in achieving the aims for the Primary Shopping Area and help to create a strengthened and consolidated shopping centre. It will also provide important opportunities for improving the range and quality of shops and facilities. Until the New Retail Quarter is built, Fargate, supported by Orchard Square and Chapel Walk, contains the greater part of the primary shopping frontage and a high proportion of retail uses should be maintained there to attract shoppers from across the region. Pinstone Street will remain an important link between Fargate and The Moor and its retail attraction should be maintained and enhanced.
- 3.14** Financial and professional services (class A2) can be ancillary to shopping but excessive increases on Fargate would reduce the capacity for shopping uses and limit the variety of window displays and interest in this key street. This would reduce spending at remaining shops and undermine the strategic role of the City Centre pending completion of the New Retail Quarter.
- 3.15** The other parts of the Central Shopping Area have a lower footfall but include major approaches to the Primary Shopping Area and the Cultural Hub. They contain areas, such as The Moor, with significant retail investment though they may be less critical than the Primary Shopping Area in drawing spending from the wider region. Flexibility is allowed to provide opportunities for a greater variety of uses including restaurants and non-retail businesses. A simple majority of retail uses on ground floor frontages will help to maintain both their retail character and their overall vitality.
- 3.16** Locations at the edge of the Central Shopping Area can provide for large retail warehouse units and foodstore developments. When considering edge-of-centre proposals, preference should be given to accessible sites that are well connected to the Central Shopping Area, preferably forming a cluster to support linked trips. There are already several such stores in the Moorfoot area and this continues to offer

opportunities for this kind of development. Applicants should demonstrate flexibility on issues such as format and scale.

- 3.17** The Core Strategy (policy CS19) supports the provision and retention of arts and cultural facilities in the Cultural Hub. This policy ensures that any displaced cultural facilities are replaced either in the Hub or a suitable location nearby.
- 3.18** The policy will be implemented through the development management process, including support for appropriate development at the pre-applications stage.

**Related policies in this document:**

B3	Shopping and Leisure Development and Community Facilities outside Existing Centres
C4	Development in District and Neighbourhood Centres
G7	Development and Heritage
G13	Shop Front Design
H1	Land Uses in Policy Areas

### **B3 Shopping and Leisure Development and Community Facilities outside Existing Centres**

- 3.19** National policy promotes retail and leisure development in or at the edge of existing or proposed centres, which are identified in the Core Strategy and on the Proposals Map. The related Core Strategy policies are:

CS14	City-wide Distribution of Shopping and Leisure Development
CS34	District Centres
CS39	Neighbourhood Centres

- 3.20** National policy sets out tests for deciding if a development should be allowed outside an existing centre. The policy below sets out additional local criteria required to satisfy Core Strategy objectives.

#### **Policy B3**

##### **Shopping and Leisure Development and Community Facilities outside Existing Centres**

Shopping and leisure development and community facilities should be located as close as possible to other such uses and where they would be most accessible for local users of public transport, and for pedestrians and cyclists.

Large-scale out-of-centre shopping and leisure development should be readily accessible by public transport.

Decisions about out-of-centre shopping and leisure proposals should conform to the sequential approach, giving priority to locations in centres and then at the edge of centres. Sites should be suitable and available to accommodate the need or demand that the facilities are intended to meet.

Impact assessments will be required for any proposals relating to development that could have a significant adverse impact on a designated centre including development that is:

- a. large-scale; or
- b. near a centre that is vulnerable or has planned investment;
- c. where there have been significant recent developments in the centre's catchment area.

New developments or changes of use or conditions will be permitted only if, combined with recent commitments and developments in the catchment area, they would not have a significant adverse impact on:

- d. the vitality and viability of any centre; or
- e. planned investment and investor confidence in any centre.

### Definitions

**'Shopping and leisure development'** – shops, restaurants, bars and pubs and leisure and entertainment and cultural facilities. For further detail see definition of main town centre uses in the National Planning Policy Framework, Annex 2.

**'Large-scale'** – more than 1,000 sq. m. gross floorspace.

**'Centres'** – the City Centre and the District and Neighbourhood Centres.

**'Readily accessible by public transport'** – within either:

- 800 metres of a Supertram stop, or
- 400 metres of a bus route with a service frequency of at least 3 buses per hour to the City Centre during the day (9.00 am to 6.30 pm, Monday-Saturday) and a half hourly service in the evenings (6.30pm to 11.00 pm, Monday- Saturday) and on Sundays (9.00 am to 10.00 pm).

**'Sequential approach'** – as described at paragraph 24 of the National Planning Policy Framework (2012).

**'Combined with recent commitments and developments'** – the likely cumulative effect of recent permissions, developments under construction and developments completed within the previous five years.

- 3.21 Large-scale shopping and leisure developments attract a lot of people and the policy will ensure that they are accessible to those coming by public transport as well as by car. Locating shops, leisure and community facilities near to other such developments would allow people to walk between them. This will help to reduce the distances that people need to travel.
- 3.22 National guidance allows local plans to set floorspace thresholds for considering the impact of retail and leisure development. Development of 1,000 sq. m. is substantial in comparison with the size of many centres in the City but smaller developments such as convenience stores could cause significant harm to some local centres. The

thresholds for impact tests set in this policy will help ensure that centres of all sizes will not be harmed and that special; attention is paid to those where impacts could be most serious.

- 3.23** The policy protects centres from the cumulative effect of recent development in their catchment area, even if the impact of a single development may not be significant.
- 3.24** Implementation of the policy will be mainly through the development management process.

**Related policies in this document:**

- B2 Development in the Central Shopping Area and the Cultural Hub
- C1 Access to Local Services and Community Facilities in New Residential Developments
- C4 Development in District and Neighbourhood Centres
- H1 Land Uses in Policy Areas



## 4 ATTRACTIVE AND SUSTAINABLE NEIGHBOURHOODS

- 4.1** The Core Strategy sets out overall objectives and policies for delivering attractive, sustainable and distinctive neighbourhoods. The policies in this chapter show more explicitly what this means in terms of accessibility and provision of key services, housing design and safeguarding of the residential environment. Successful neighbourhoods have a thriving centre at their heart where shops and local facilities are concentrated and two of the policies are concerned with maintaining and improving the viability and vitality of Sheffield's district and neighbourhood centres.
- 4.2** Together, the policies in this chapter contribute to the creation of 'Lifetime Neighbourhoods'. This means neighbourhoods that are safe places which offer everyone the best possible chances of health, well-being and social, economic and community involvement, regardless of their age, gender, culture or disability. The policies also apply the principles of Lifetime Neighbourhoods to developments wherever housing is allowed (see policy H1 below and Proposals Map). Other policies contributing to the Core Strategy objectives for neighbourhoods are set out in other chapters, particularly 5, 6 and 9.

### C1 Access to Local Services and Community Facilities in New Residential Developments

- 4.3** The location of housing has a major impact on the need to travel and the potential for residents to use more sustainable modes of transport. Both these factors impact on convenience for residents and on carbon emissions and, therefore, climate change. The primary purpose of policy C1 is to encourage wider use of walking and cycling as transport, reducing the need for short car journeys. To achieve this, the policy sets out minimum standards for access to public transport, local services and community facilities. The related Core Strategy policies are:

CS23	Locations for New Housing
CS26	Efficient Use of Housing Land and Accessibility
CS34	District Centres
CS39	Neighbourhood Centres
CS43	Schools
CS44	Health Centres
CS51	Transport Priorities
CS53	Management of Travel Demand
CS63	Response to Climate Change

#### Policy C1

##### Access to Local Services and Community Facilities in New Residential Developments

Medium and larger-scale residential developments should be integrated with existing residential communities and most of the new homes in the development should be located where public transport, a convenience shop and at least five other key local services and community facilities would be readily accessible by walking routes that are safe, attractive and convenient.



## Definitions

**'Medium and larger-scale residential development'** – comprises:

- a. housing (Use Class C3, C4) developments consisting of 10 or more new homes (including student 'cluster' flats); or
- b. residential institutions (Use Class C2), purpose-built student accommodation (non Use Class C3) and hostels providing 25 or more bedspaces (for residents or staff).

**'Most of the new homes'** – usually at least 80% of the new homes in the proposed development.

**'Convenience shop'** – selling everyday items, including food, drinks and newspapers.

**'Key local services and community facilities'** – post office or post box; bank/ building society or cash point; chemist; leisure centre; primary or secondary school; doctor's or dental surgery/ health centre; community centre/ church hall; place of worship; public house; park or children's playground; library, local office of the City Council and other local service provider.

**'Readily accessible'** – usually within the distances specified in the table below:

Location	Service or Facility	
	<b>Public Transport</b>	<b>Convenience Shop and other Key Local Services and Community Facilities</b>
Main urban area of Sheffield; Stocksbridge; Chapeltown/High Greenor	<p>Within 800 metres of a Supertram stop</p> <p>Within 400 metres of a bus route with a service frequency of at least 3 buses per hour to the City Centre during the day (07.30am to 6.30pm, Monday- Saturday) and a half hourly service in the evenings (6.30pm to 11.00pm, Monday- Saturday) and on Sundays (07.30am to 10.00pm)</p>	Within 800 metres
Countryside Areas and Oughtibridge, Wharcliffe Side and Worrall	<p>Within 400 metres of a bus route with a half hourly service to the City Centre during the day (07.30am to 6.30pm, Monday- Saturday) and an hourly service in the evenings (6.30pm to 11.00pm Monday- Saturday) and on Sundays (07.30am to 10.00pm)</p>	Within 1,200 metres

The distances are the actual walking distances, taking into account barriers such as railways or rivers. These distances may be reduced if the routes are very steep or the housing or community facility is meeting the needs of older or disabled people.

**'Walking routes that are safe, attractive and convenient'** – to be interpreted in the light of policy E3 and more detailed guidance in the Residential Design Supplementary Planning Document. This may include features to make them accessible to disabled people (e.g. seating at regular intervals).

- 4.4** The policy does not apply to smaller residential developments because they have fewer impacts on travel or transport overall and may also be justified in less accessible rural areas in order to meet local housing needs. The walking distances of 400, 800 and 1,200 metres are roughly equivalent to 5, 10 and 15 minutes' average walking time, respectively. In assessing access to public transport, local services and community facilities, account will be taken of any planned new facilities or improvements to provision by the developer or other service and infrastructure providers.
- 4.5** More detailed standards and advice on how the standards can be met will be set out in a Supplementary Planning Document on Residential Design. Developers will be required to submit a Design and Access Statement with their planning application and this should show how the requirements of the policy would be met. Where housing would otherwise be justified in areas without adequate local services measures will be taken to mitigate the shortage, e.g. rerouting of bus services where viable, funding of community infrastructure through the CIL.

**Related policies in this document:**

- A1 Infrastructure Requirements, the Community Infrastructure Levy and other Developer Contributions
- C2 Residential Design
- C4 Development in District and Neighbourhood Centres
- D2 Open Space in Large New Housing Developments
- E2 Parking
- E3 Design for Roads and Movement

## **C2 Residential Layout, Space Standards and Accessible Housing**

- 4.6** The Core Strategy establishes overall design requirements for new development and those relating to climate change, use of resources, sustainable design and renewable energy. It also includes policies on housing mix and density. The related policies are:

- CS26 Efficient Use of Housing Land and Accessibility
- CS40 Affordable Housing
- CS41 Creating Mixed Communities
- CS64 Climate Change, Resources and Sustainable Design of Developments
- CS65 Renewable Energy and Carbon Reduction
- CS74 Design Principles

However, the delivery of Core Strategy objectives requires further guidance on design to inform Supplementary Planning Documents and the development management process. The general design criteria set out in policies G5, G7 and G10 apply to all types of development. Policy C2, with its focus on Attractive and Sustainable Neighbourhoods, sets out design criteria relating solely to residential development. This policy covers the development of including live/work accommodation, hostels, purpose-built student accommodation and Houses in Multiple Occupation. Guidance about roads, highways movement and parking is set out in Chapter 6.

## Policy C2

### Residential Layout, Space Standards and Accessible Housing

All new residential development (including affordable homes, new homes arising from the conversion of existing buildings and, where relevant, extensions) should:

- a. be designed and laid out to ensure that a range of different dwelling sizes, types and tenures are well distributed throughout the site; and
- b. be well laid out internally and provide enough space to accommodate the size of household for which it is intended; and
- c. provide a sufficiently sized, useable and private garden or area of outdoor space which, in the case of a family dwelling, can be directly accessed from a habitable room, or, in all other development types, can be easily and conveniently accessed by residents; and
- d. not result in an unacceptable loss of the garden or an area of outdoor space; and
- e. in developments of four or more general purpose or affordable homes, include at least 25% of the new homes designed as wheelchair accessible housing or housing that is easily adaptable for residents who are wheelchair users; and
- f. be easily adaptable to meet the needs of disabled and older people when required (this includes the communal areas of apartment blocks); and
- g. be designed so that wheelchair-accessible homes, affordable homes and general purpose homes are of equivalent quality in terms of their appearance and siting, unless there are significant site constraints which would make this impossible.

All residential institutions (Use Class C2), extra-care or supported accommodation (including hostels providing an element of care) and non-supported residential accommodation designated for older or disabled people should be fully accessible to wheelchair users.

#### Definitions

**'Affordable homes'** – see policy D3.

**'Where relevant'** – for house extensions this means criteria b), c), d) and f). For residential institutions, it means criteria c) and d).

**'Well laid out internally', 'enough space', 'unacceptable loss' and 'sufficiently sized useable private garden or area of outdoor space'** – to be interpreted in the light of more detailed guidance in a Residential Design Supplementary Planning Document.

**'Easily adapted to meet the needs of disabled and older people'** – meeting the 16 Lifetime Homes design criteria (unless it is agreed it would not be practicable because

of site topography). The detailed design requirements will be included in a Residential Design Supplementary Planning Document.

**‘Wheelchair accessible housing’** – housing designed to enhanced standards so that it is fully accessible to wheelchair users or can be easily adapted for a wheelchair user without the need to make substantial structural alterations to the home. It provides greater accessibility than Lifetime Homes. Detailed design requirements will be included in a Residential Design Supplementary Planning Document.

**‘Significant site constraints’** –where it would be impracticable to achieve ‘no difference’, i.e. due to significant level differences within the site.

- 4.7** The policy is required to provide the framework for the more Sheffield-specific Supplementary Planning Document on Residential Design. It introduces principles from *Building for Life* and *Lifetime Homes* and the provisions for people with disability or other mobility requirements help to achieve Core Strategy objectives for inclusive design.
- 4.8** Although the policy applies generally to all types of residential accommodation criteria a), d), e) and f) do not apply to residential institutions (Use Class C2) and only criteria b), c) and e) apply to house extensions.
- 4.9** The policy will be implemented through the process of development management and this will include assessing residential schemes against the national *Building for Life* and *Lifetime Neighbourhoods* models. Detailed guidance on what this means for new housing developments will be set out in a Supplementary Planning Document on Residential Design. Developers will be required to submit a Design and Access Statement with planning applications for new housing developments to show how the criteria in the policy would be met.

**Related policies in this document:**

C1	Access to Local Services and Community Facilities in New Residential Developments
D1	Inclusive Design in Public Buildings and Places of Work
D2	Open Space in Large New Housing Developments
D3	Delivering Affordable Housing
E2	Parking
E3	Design for Roads and Movement
G5	Development and Area Character
G10	Design Quality

### **C3 Safeguarding Sensitive Uses from Nuisance**

- 4.10** National planning policy requires local policy to address the issue of noise from some types of development and so the Core Strategy contains an objective of not subjecting people to unacceptable levels of noise or disturbance, both of which can constitute nuisance. The Core Strategy also identifies the main locations for different types of uses that could lead to conflicts between sensitive uses and uses which generate noise or other disturbance. It also promotes higher-density housing development in the City Centre, around District Centres and along high-frequency public transport

routes, which often experience higher levels of noise and other disturbance than other parts of the city. This policy is needed to ensure an appropriate balance is struck between the needs of commercial uses, transport and the conditions for people living or staying in the area.

#### 4.11 The related Core Strategy policies are as follows:

CS5	Locations for Manufacturing, Distribution/Warehousing and other Non-Office Businesses
CS6	Manufacturing in the City Centre – Transition Areas
CS17	City Centre Quarters
CS26	Efficient Use of Land and Accessibility
CS27	Housing in the City Centre
CS52	Key Route Network
CS66	Air Quality

## Policy C3

### Safeguarding Sensitive Uses from Nuisance

Development should not cause residents to suffer from nuisance that would be harmful to living conditions.

The development of noise-sensitive uses should incorporate appropriate design features to reduce the effects of noise within the building to an acceptable level within areas with significant background noise, including:

- the City Centre;
- District and Neighbourhood Centres;
- adjoining Key Routes; and
- near to industrial areas.

In areas where commercial premises stay open late at night and cause a nuisance to residents, zones will be designated where the number, type, scale and times of opening of late night uses will be limited.

#### Definitions

**'Nuisance'** – including noise, vibration, odours, dust, air pollution, litter or night-time disturbance. This definition is not limited to statutory nuisance.

**'City Centre and District and Neighbourhood Centres'** – as shown on the Proposals Map.

**'Key Routes'** – as listed in Core Strategy policy CS52 and shown on the Proposals Map.

**'Significant background noise'** – sound that is unwanted by the hearer and harms their quality of life. This means averages of more than 55 decibels between 7am and 11pm, and more than 40 decibels between 11pm and 7am.

**'Noise-sensitive uses'** – includes hotels (C1), residential institutions (C2), housing (C3, C4), certain non-residential institutions (schools, nurseries, hospitals, places of worship) (D1), some office (A2 and B1) uses.

**'Appropriate design features'** – could include double-glazing, sound insulation to walls or floors, physical barriers such as mounds or fences, and works to the noise source itself.

**'Acceptable level'** – a level that would not disturb normal patterns of life or activity for that type of development. This will be assessed against the British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice', and World Health Organisation (WHO) 'Guidelines for Community Noise; 1999'.

- 4.12** The policy requires the design of developments in noisy areas to mitigate the conflicts that could arise and the resulting impact on health and quality of life, which are important aspects of Core Strategy objectives. Policy H1 also contributes to the separation of noise-creating developments, such as general industry, from noise-sensitive developments, such as schools or housing.
- 4.13** Developers will be required to submit a Noise Survey and a schedule of mitigation works with planning applications in areas with high ambient noise levels. The Council's Environmental Protection Service will screen all major applications. Noise mitigation measures, including restrictions on times of opening late night uses may be a condition of development, as necessary. This could be to ensure existing developments are protected from noise created by new developments. A Supplementary Planning Document will identify areas where late night uses are a particular concern and indicate more specifically how this should be addressed.

**Related policies in this document:**

A2	Requirements for Economic Prosperity and Sustainable Employment
C2	Residential Design
F1	Pollution Control

## **C4 Development in District and Neighbourhood Centres**

- 4.14** The Core Strategy's vision for neighbourhoods includes encouraging District and Neighbourhood Centres in providing for everyday needs. The following policies set the scene:

CS14	City-wide Distribution of Shopping and Leisure Development
CS34	District Centres
CS35	Darnall District Centre
CS36	Hillsborough District Centre
CS37	Firth Park, Spital Hill and Chaucer District Centres
CS38	Manor Top District Centre
CS39	Neighbourhood Centres

The purpose of policy C4 is to provide guidance on the scale and type of development within these centres in a way that will help achieve the Core Strategy objectives.

## Policy C4

### Development in District and Neighbourhood Centres

In District Centres and Neighbourhood Centres, the scale of shopping (use class A1) and leisure proposals should be appropriate to the scale and type of the Centre.

In these Centres, changes of use from shops (use class A1) or community facilities (D1) will be acceptable at street level frontage only if:

- a. more than half the length of frontage of units in the centre within 50 metres either side of the shop would still be in use as shops (A1) or community facilities (D1); and
- b. it would not displace facilities that are needed to serve an important shopping or community role; and
- c. it would not harm the vitality and viability of the centre;

or, where a significant proportion of the units in the centre are vacant:

- d. it has been shown that the unit would not be viable for use as a shop or community facility ; and
- e. the change of use would significantly increase the vitality and viability of the Centre.

Development leading to the loss of formal public parking needed for shoppers and visitors in District and Neighbourhood Centres will be permitted only if provision is made for replacement.

### Definitions

**'Shopping and leisure'** – shops, restaurants, bars and pubs and leisure and entertainment and cultural facilities. For further detail see definition of main town centre uses in the National Planning Policy Framework, Annex 2.

**'Appropriate to the scale and type of the Centre'** – to be interpreted in the light of national planning policy and any local considerations identified in any future area-based Supplementary Planning Documents.

**'Length of frontage'** – including the application building and properties in the centre any part of whose frontage is within 50 metres' walk of the entrance to the building. Side street frontages will be included. Properties on the other side of unclassified roads will be included and on the other side of A roads and B roads if they are accessible via a pedestrian crossing, the measurement being made via the crossing. Vacant properties' frontage will be classified according to their last use. Permissions for development and change of use will be taken into account. Stand-alone stores will be excluded from the calculation.

***'Important shopping or community role'*** – this includes use as a convenience store selling everyday items, including food, drinks and newspapers, or a post office, bank/ building society, chemist, leisure facility, school, doctor's or dental surgery/ health centre, community centre/ church hall, place of worship, public house, library, local office of the City Council and other local service provider.

***'Vitality'*** –how busy a centre is at different times and in different parts.

***'Viability'*** –the capacity of the centre to attract continuing investment, not only to maintain the fabric but also to allow for improvement and adapting to changing needs.

***'Significant proportion'*** – more than the median vacancy rate in centres in the City of the same type (District or Neighbourhood).

***'Formal public parking'*** –areas surfaced and marked out for parking.

- 4.15** The encouragement of District and Neighbourhood Centres as proposed in the Core Strategy will depend on the safeguarding and promotion of shops and community facilities, which are the mainstay of their vitality and so, should be the dominant use. Food superstores are appropriate in District Centres but large non-food shops and leisure developments are more appropriate in the City Centre where they can serve the city as a whole. Similarly, developments with large catchment areas, such as superstores, may be more appropriate in District Centres than Neighbourhood Centres since they will be more accessible by a choice of means of transport.
- 4.16** Development management will support an appropriate balance of retail and other facilities in centres, taking account of the need to maintain vitality during both the day and the evening. Regular surveys and monitoring of uses within District and Neighbourhood Centres will support these activities.

**Related policies in this document:**

- |    |  |
|----|--|
| C1 | Access to Local Services and Community Facilities in New Residential Developments  |
| B3 | Shopping and Leisure Development and Community Facilities outside Existing Centres |
| C3 | Safeguarding Sensitive Uses from Nuisance  |
| H1 | Land Uses in Policy Areas  |





## 5 OPPORTUNITIES AND WELL-BEING FOR ALL

- 5.1** The National Planning Policy Framework states that it is important to plan positively for the achievement of inclusive design for all development including individual buildings, public and private spaces and wider area development schemes. So, planning policies and decisions should address the connections between people and places to achieve safe and accessible developments.
- 5.2** One of the key elements of the Core Strategy's vision is to create a city that will provide for opportunities, well-being and quality of life for everyone. It includes a number of policies that support the objectives for this element of the vision.
- 5.3** The policies in this chapter cover three important issues relating to the achievement of inclusive and accessible development, which are access to public buildings and work places, provision of open space to meet the needs of new housing development and ensuring, wherever possible, that affordable housing is provided. They should be read alongside policies in other chapters which are also important in terms of providing an inclusive, accessible environment.
- 5.4** Providing for opportunities and well-being for all may also require assessing the relative mix of housing types in a neighbourhood (e.g. hostels and other shared housing). This is needed to ensure that concentrations of certain types do not imbalance the community and that the strategic policy for a mix of housing across the city is taken into account. This theme is taken up in Core Strategy policy CS41, Creating Mixed Use Communities. The specific accommodation needs of Gypsies and Travellers will be met through site allocations in a later document, with reference to Core Strategy policy CS42, Locations for Gypsy and Traveller and Travelling Showpeople Sites.

### D1 Inclusive Design in Public Buildings and Workplaces

- 5.5** The Public Sector Equality Duty requires the Council to adopt inclusive design as an overriding principle in planning, building and managing the environment and it is a key means of achieving successful compliance with the duty. Core Strategy policy CS74 establishes the key principle that development should enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people. The following policy provides more specific detail to ensure that a high standard of inclusive design achieves this in public buildings and other developments where people are employed.
- 5.6** Policy C2 covers the needs of disabled and older people in residential developments. Policies E2, E3 and G10 also include criteria to ensure that areas and developments are accessible for disabled people.

## Policy D1

### Inclusive Design in Public Buildings and Workplaces

All places of employment and developments that are accessible to the public should provide a high standard of inclusive design and safe and convenient access for all. This means that they should:

- a. be sited and designed to ensure that the development is accessible to all users from the surrounding area, within the site, and into buildings; and
- b. maximise access for disabled people through the treatment of levels, gradients, orientation, and the location of facilities and buildings within the site; and
- c. provide well designed, accessible and well-lit external pedestrian routes, which meet the needs of all, whether using steps or ramps at changes in level;
- d. have accessible entrances that avoid the need for separate arrangements for disabled people.

Where viable and applicable, provision should, also be made for:

- e. accessible baby-care facilities; and
- f. in buildings that will be used by large numbers of people, assisted toilet and changing facilities for use by disabled adults and their carers

Access to existing environments, buildings and their surroundings should be improved as opportunities arise to enable all users to move around with equal ease.

#### Definitions

***'Where applicable'*** – specific circumstances where it would be appropriate to provide a passenger lift, baby-care, changing and shower facilities will be set out in the relevant Supplementary Planning Documents.

***'Assisted toilet and changing facilities'*** – or *'Changing Places Facilities'*. These contain a bench and tracking hoist which enables people with profound and multiple disabilities and those with physical disabilities to access public facilities. Detailed specifications are set out in national standards and codes of practice.

- 5.7 The criteria in this policy are key concerns identified in liaison with disabled members of the community and that are not covered in the other policies. Taken together with other related policies, they provide a necessary link between Core Strategy policy CS74 and the greater level of detail of the inclusive design standards to be set out in a Supplementary Planning Document, in consultation with disabled people.
- 5.8 Incorporation of inclusive design at the planning stage enables decisions about the location, layout, and design of developments to be made when the other major design decisions are made. The relevant section of the Building Regulations is considered

after these have been adopted and sets only a minimum standard. Disabled people in Sheffield have emphasised the need for developments to achieve inclusive design.

- 5.9** Adopting a high standard of inclusive design at the planning stage means that all user groups are accommodated in the most cost effective way, and to a more helpful standard than is frequently achieved by retrospective adaptations in response to the Equality Act. The Equality Act embraces a range of physical features that it may be reasonable to have to remove, alter, or provide a means of avoiding, and this is much wider than the provisions set out in the Building Regulations.
- 5.10** Delivery of the policy will be through development management. Inclusive design should be considered at the earliest possible stage in planning developments, including pre-application discussions, outline applications and masterplans. The Access Liaison Group will also be consulted on significant applications. The Council will encourage toilet facilities to be made publicly available as part of the Council's Community Toilet Scheme. More detailed design guidance will be set out in Supplementary Planning Documents on Design.

**Related policies in this document:**

C1	Access to Local Services and Community Facilities in New Residential Developments
C2	Residential Design
E2	Parking
E3	Design for Streets and Movement
G10	Design Quality

## **D2 Open Space in Large New Housing Developments**

- 5.11** Ensuring that there is sufficient open space to meet a variety of local needs is integral to achieving the Core Strategy's vision of sustainable transformation. This follows, particularly, from the objectives for the creation of successful neighbourhoods and for promoting health and well being in our communities. The related Core Strategy policies for provision of open space are:

CS45	Quality and Accessibility of Open Space
CS46	Quantity of Open Space
CS47	Safeguarding Open Space
CS48	Open Space and Riversides in the City Centre
CS73	Strategic Green Network
CS74	Design Principles

Core Strategy policy CS47 already provides the criteria for safeguarding existing open space. Policy D2 indicates when new open space should be provided as part of large new housing developments.

## Policy D2

### Open Space in Large New Housing Developments

Housing developments of four or more hectares should include a proportion of the site as open space where there is an identified quantitative shortage of open space, or the development would result in a shortage.

On-site open space should be of the appropriate type to help remedy the identified shortage. It should be safe, well designed, well integrated and, where appropriate, publicly accessible.

All play provision should be appropriate to the site and the local context and should not cause disturbance or other problems for nearby residents. Where sites offer limited opportunities for children's bespoke play facilities, the environment should be designed to incorporate opportunities for casual play as far as possible.

#### Definitions

**'Housing developments'** – for the purposes of this policy, this may include adjacent (or very close) allocated housing sites in the same ownership that have a combined area of 4 or more hectares and where a need for new open space has been demonstrated.

**'Open space'** – as defined in Core Strategy policy CS47.

**'Quantitative shortage'** – as defined in Core Strategy policy CS47.

**'A proportion'** – up to 10% of the site unless a larger area is required to fulfil other policy requirements.

**'Appropriate type'** – informal open space, children's play facilities, youth facilities, or outdoor sports provision, or a combination of these where necessary. For definitions of each type, see Core Strategy policy CS47.

- 5.12** Where new housing is developed, providing open space on-site is often the best way to cater for the immediate recreational needs of new residents that could not be met by existing open space. Integrating open space within development sites also provides broader environmental and health benefits, and, by ensuring spaces are close to homes, it can help to achieve the aims of Lifetime Neighbourhoods.
- 5.13** Where open space is provided on-site, its composition should reflect the local context and local needs. These will be interpreted with reference to open space assessments and in the light of any information gathered through local consultation. Although new housing development will require space largely for recreation, well designed spaces may serve other functions, such as encouraging biodiversity, reducing the risk of flooding and mitigating the effects of climate change. Further design guidance may be provided in a Supplementary Planning Document that would draw on the Sheffield Quality Standard as set out in the Green and Open Space Strategy.

- 5.14** Firm commitments for the management and maintenance of any new open space will need to be made and agreed with the Council. It should not be assumed that the Council will be able to automatically adopt new open spaces.
- 5.15** Some funding of open space may be through the Community Infrastructure Levy (CIL – see policy A1) and this could include payments in kind through the provision of land. The precise arrangements will be considered when the Levy is set and priorities for funding from it are identified.
- 5.16** The policy only deals with the instances where new open space is required to address the additional demand in areas of quantitative open space shortage. Policies in the Green Environment and Character and Heritage chapters might also require the inclusion of open space in schemes.

**Related policies in this document:**

A1	Infrastructure Requirements, the Community Infrastructure Levy and Developer Contributions
G1	Safeguarding and enhancing Biodiversity and Features of Geological Importance
G2	The Green Network
G3	Trees, Woodland and the South Yorkshire Forest
G5	Development and Area Character

### **D3 Delivering Affordable Housing**

- 5.17** The Core Strategy provides for a range of housing types and indicates that, in all parts of the city, all new housing developments should include a proportion of the dwellings that are affordable. General requirements are set out in:

CS40	Affordable Housing
CS41	Creating Mixed Communities.

- 5.18** Affordable housing is defined in national planning policy and incorporates social rented housing, affordable rented housing and intermediate affordable housing. Core Strategy policy CS40 indicates that subsequent policy will indicate the precise size thresholds for applying the policy, the proportions of affordable housing that are required in different types of area and the ways in which they might be provided. Policy D3 follows this up for the provision of new homes that should be affordable in open market housing developments.

## **Policy D3**

### **Delivering Affordable Housing**

In open market housing developments with capacity for 10 or more units, up to 40% of the units including and above the threshold will be sought as affordable homes. The precise level of provision will be negotiated and will be consistent with an assessment of the economic viability of the development.

## Definitions

***'Housing developments'*** – for the purposes of this policy, this may include adjacent (or very close) housing sites in the same ownership that have a combined capacity for 10 or more units.

***'Affordable housing'*** – includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

***'Assessment of the economic viability'*** – taking account of the development costs (including Community Infrastructure Levy or other developer contributions necessary for the development to proceed), land value, profit and sales values to determine the level of residual funding available for affordable housing provision.

- 5.19** The 40% target for affordable housing is derived from an assessment of the likely economic viability of housing development on sites in Sheffield. This takes account of risks to overall housing delivery, the likely availability of public funding for affordable housing and the level of contributions that developers can reasonably be expected to make. The assessment also indicates broadly where it would be necessary to negotiate a lower level to satisfy the requirement for viability but the exact level of provision will depend on subsequent site-specific assessments.
- 5.20** The assessment of the impact of the policy on economic viability shows that on sites of 10 units, the impact is similar to that on larger sites. However, the requirement for affordable housing contributions only applies to the number of units at and above the 10 unit threshold, in order to avoid penalising developers for developing larger schemes. So, for example, on a development of 19 units, the target would be 40% of ten units (i.e. four units).
- 5.21** The policy will be delivered through a companion Supplementary Planning Document. This specifies the size, type and tenure of affordable housing that is needed in different parts of the city, reflecting the latest Strategic Housing Market Assessment (which will be updated regularly). It also provides guidance on when a financial contribution may be appropriate instead of on-site provision. The Supplementary Planning Document sets out how viability will be assessed on schemes where the full affordable housing target cannot be met, including the use of independent expertise such as the District Valuer's Office to assess viability. It also includes a process for re-appraising schemes where the financial viability changes before or during the course of development as a result of changes in market conditions.
- 5.22** The impact of the policy on the economic viability of housing development will be kept under regular review. Where adjustments to the targets are needed this will be reported through regular monitoring reports.

### **Related policies in this document:**

A1 Infrastructure Requirements, the Community Infrastructure Levy and Developer Contributions

## 6 MOVEMENT AND SUSTAINABLE TRANSPORT

**6.1** The movement of people and goods is a critical activity in which a balance must be fostered between a growing and successful economy and a sustainable, healthy city. Much of Sheffield's main road network is close to capacity during peak periods and further traffic growth arising from development, if left unchecked, would lead to congestion that would deter future economic growth and reduce the efficiency of public transport. Core Strategy objectives include, on the one hand, mobility, accessibility and travel choice and, on the other, the need to minimise congestion and reduce the emission of air pollutants and greenhouse gases. Enabling integrated travel planning and changes in the ways we travel are essential to realising all these objectives. The policies in this chapter are required to enable the development management process to achieve this, in line with the outcomes identified in the Core Strategy policies, including:

- CS51 Transport Priorities
- CS53 Management of Travel Demand

### E1 Development and Trip Generation

**6.2** Developments should include provisions and incentives for sustainable travel and Core Strategy policy CS53 proposes Travel Plans as one of the ways of doing this. The policy below is needed to set out the specific objectives to be achieved by Travel Plans and establish the size thresholds for developments for requiring Travel Plans.

#### Policy E1

##### Development and Trip Generation

Travel demand arising from new development will be accommodated by existing transport infrastructure and only where necessary through new infrastructure. Developers and managers of new developments will be expected to promote measures that will reduce the number of trips that users of the development need to make and to increase the incentives to travel in ways that would:

- a. reduce the impact of the development on congestion on the highway network at any time of the day, especially on routes into the City Centre, on the Inner Ring Road and on routes feeding M1 Junctions 33 and 34; and
- b. generate lower carbon emissions, air pollution, noise and visual intrusion and contribute to strategies to address known health problems; and
- c. make fullest possible use of public transport through a variety of measures and enable, at least, minimum service frequency standards to be achieved; and
- d. increase opportunities for walking and cycling, in ways that provide safe, convenient and viable travel to and from the development.



To achieve this, a Travel Plan and either a Transport Assessment or a Transport Statement must be prepared and implemented for all new development that:

- e. is likely to generate significant numbers of trips; or
- f. would have significant highway safety or capacity impacts; or
- g. is in an area already covered by an area or framework Travel Plan, in which Travel Plans for specific organisations would still be required.

Walking and cycling will be promoted through Travel Plans and the improvement of main walking and cycling routes that are identified on the Proposals Map. Cycle parking for visitors and residents in new residential developments will be promoted through Travel Plans.

Incentives to use car clubs will also be required in Travel Plans where there is a high density of potential users near the development or the development is in a Controlled Parking Zone or other area where car parking is constrained.

### Definitions

**‘Congestion’** – *volumes of traffic causing unacceptable journey times, delays to public transport, or reductions in air quality, interpreted in the light of current strategies to address congestion.*

**‘Travel Plan’** – *a document prepared and implemented by an organisation to manage travel to and from its site (e.g. commuting, visitors, business travel, freight), with a view to reducing the negative impact of travel on the environment and local congestion. Travel Plans normally have to be submitted before the development is occupied except where the measures proposed form an integral part of the trip generation assumptions made within the Transport Statement or Transport Assessment (see below), which should then be included in the framework Travel Plan (see below).*

**‘Framework Travel Plan’** – *a master travel plan for a speculative or mixed-use development that sets the overarching objectives and targets for the site as a whole, and sets out the roles and responsibilities of the developer and future occupiers, ensuring the future coordination of Travel Plan implementation amongst site users.*

**‘Transport Statement’** – *a simple written statement identifying the transport implications of a major development proposal that is not expected to have significant implications on the local highway network.*

**‘Transport Assessment’** – *a detailed report explaining all the potential transport implications of a major development proposal that is expected to have significant implications on the local and/or strategic highway network, and any mitigation required.*

**‘Minimum service frequency standards’** – *at least three buses or trams per hour in each direction that serve a stop within 400 metres of usually at least 80% of the development. A lower service frequency may be accepted, within reason, in Rural Areas.*

**'Significant numbers of trips'** – trips that would be generated by developments meeting or exceeding the floorspace thresholds in the table below. A Travel Plan and Transport Assessment will also be required for developments below these floorspace thresholds where it is predicted that it would employ 250 or more staff or generate more than 50 vehicle trips in any peak hour. A Travel Plan and Transport Statement will be required where it is predicted that it would employ more than 100 staff or generate more than 30 vehicle trips in any peak hour.

#### Thresholds for Transport Statements/Assessments and Travel Plans:

Land Use	Gross floor area or number of units for Transport Statement	Gross floor area or number of units for Transport Assessment
Shops (A1) - Food	500 sq.m.	1,000 sq.m.
Shops (A1) - Non food	1,000 sq.m.	1,500 sq.m.
Financial and Professional Services (A2), Offices (B1a), Community Facilities and Institutions (D1), Leisure and Recreation Facilities (D2)	1,500 sq.m.	2,500 sq.m.
General Industry (B2)	2,500 sq.m.	4,000 sq.m.
Warehousing (B8)	4,000 sq.m.	6,000 sq.m.
Hotels (C1)	75 beds	125 beds
Housing (C3)	50 units	80 units
Purpose-built student accommodation (C4)	80 beds	150 beds

If floorspace figures are not available, the equivalent site areas given in policy F1 should be used.

**'Car club'** – a scheme that provides cars for hire by the hour as a flexible complement to public transport, cycling and walking, effectively working as a 'pay-as-you-drive' car-sharing scheme.

**'High density of potential users near the development'** – sufficient potential users within 800 metres walking distance of a functioning car club or where there is a firm proposal that can be demonstrated to be viable.

**'Controlled Parking Zones'** – areas where on-street parking is controlled or restricted (e.g. to provide permit-only parking and/or time limits on parking).

- 6.3** Provision through Travel Plans for public transport, walking and cycling, and incentives to encourage their use, are important in achieving Core Strategy objectives.
- 6.4** The main built-up area of Sheffield is an Air Quality Management Area, which requires active management of emissions. As road traffic is one of the major sources of air pollutants, transport measures in Travel Plans can make a significant contribution to managing emissions, especially for journeys to work and business use. Provision for new low-carbon technology may also be appropriate in Travel Plans, such as for electric vehicles and charging points.
- 6.5** When a Transport Assessment or Transport Statement is required alongside a Travel Plan it will also form the basis for it. Applicants are advised to contact the City Council before submitting a planning application to check whether a Transport Assessment or

Transport Statement is needed. The Council, in turn, will refer proposals to the Highways Agency when required.

- 6.6** A car club has already been established in the City Centre, where there are low levels of car ownership and, hence, a large number of potential users. The take-up of these opportunities should be encouraged by targeted incentives that are appropriate to particular schemes.
- 6.7** The policy will be implemented through the development management process. The provisions and incentives set out in Travel Plans will be implemented by the developers and occupants of a new development, as appropriate.
- 6.8** Further guidance on the implementation of the policy will be contained in a Supplementary Planning Document on Sustainable Transport.

**Related policies in this document:**

C1	Access to Local Services and Community Facilities in New Residential Developments
E2	Parking
E3	Design for Roads and Movement
F1	Pollution Control

## E2 Parking

- 6.9** The Core Strategy establishes the principle that limits will be set on car parking for all new developments in order to help manage car travel demand and that measures will be taken to encourage cycling – see policies:

CS53	Management of Travel Demand
CS57	Park-and-Ride and Car Parking in the City Centre
CS60	Transport in the City Centre

The policy below is needed to provide clear guidance for developers on the maximum level of car parking and minimum level of cycle parking that will be expected in new developments in accordance with these policies.

### Policy E2

#### Parking

New development (including extensions to existing places of work) should provide:

- car and cycle parking that is suitable for the use and location as set out in the tables below; and
- sufficient, and appropriately sited, parking and drop-off facilities for disabled people.

Off-street parking within new development will be subject to maximum standards with a range for residential development. The upper limit for residential development will only be applied where:

- c. there would be little opportunity for safe on-street parking; or
- d. on-street parking would cause operational problems for service vehicles; and
- e. where measures to encourage sustainable travel choices are promoted, through Travel Plans.

No additional publicly available car parks will be permitted for long-stay parking, unless they are being provided in association with new or existing Park-and-Ride facilities.

### Car Parking Maximum Standards

Use	Maximum levels of general parking			Minimum parking for disabled people (additional amount in all areas) <sup>3</sup>
	Floorspace in sq. m. is gross			
	City Centre <sup>1</sup>	Other parts of Urban Areas, Oughtibridge and Wharnccliffe Side <sup>2</sup>	Rural Areas <sup>2</sup>	
<i>Non-residential uses</i>				
Food shop (A1)	1 space/30 sq. m.	1 space/18 sq. m.	1 space/14 sq. m.	6% of maximum Urban Area provision
Non-food shop (A1)	1 space/60 sq. m.	1 space/35 sq. m.	1 space/25 sq. m.	6% of maximum Urban Area provision
Financial and professional services (A2) and Business (B1)	1 space/100 sq. m.	1 space/50 sq. m.	1 space/30 sq. m.	5% of maximum Urban Area provision
General industry (B2) <sup>4</sup>	1 space/150 sq. m.	1 space/75 sq. m.	1 space/60 sq. m.	5% of maximum Urban Area provision
Warehouse (B8) <sup>4</sup>	1 space/250 sq. m.	1 space/200 sq. m.	1 space/175 sq. m.	5% of maximum Urban Area provision
Leisure (D2)	1 space/100 sq. m.	1 space/50 sq. m.	1 space/30 sq. m.	6% of maximum Urban Area provision (8% if team sports)
<i>Housing (except Home Zones)</i>				
Housing (C3, C4) <sup>5</sup> 1-Bed	0.5 spaces per dwelling	1.0-1.5 spaces per dwelling	1.0-1.5 spaces per dwelling	A minimum of 1 space for each 'wheelchair accessible home or student room'. (See Residential Design SPD for other parking requirements)
Housing (C3, C4) <sup>5</sup> 2-3 Bed	0.5 spaces per dwelling	1.5-2.0 spaces per dwelling	2.0-2.5 spaces per dwelling	
Housing (C3, C4) <sup>5</sup> 4-5 Bed	1 space per dwelling	2.0-3.0 spaces per dwelling	2.5-4.0 spaces per dwelling	
Purpose built student housing	0.1 spaces per bedspace	0.3 spaces per bedspace	0.5 spaces per bedspace	

Use	Maximum levels of general parking			Minimum parking for disabled people (additional amount in all areas) <sup>3</sup>
	Floorspace in sq. m. is gross			
	City Centre <sup>1</sup>	Other parts of Urban Areas, Oughtibridge and Wharncliffe Side <sup>2</sup>	Rural Areas <sup>2</sup>	
<i>Home Zones (Housing)</i> <sup>6</sup> This standard applies to the combined total of on and off-street parking	City Centre standards for Housing apply	1.0-1.5 spaces per dwelling plus 1 space per 3 dwellings for flexible parking	1.5-2.0 spaces per dwelling plus 1 space per two dwellings for flexible parking	As for general housing, plus at least 5% of communal spaces with minimum of 1 per location.

## Notes

<sup>1</sup> Parking provision within the University and Hospitals Central Campus and Rail Station area (both outside the Inner Ring Road) will be set through negotiation, when maximum provision will fall between the 'City Centre' and 'Other Parts of Urban Areas' standards.

<sup>2</sup>The Urban Areas include the main urban area of Sheffield, Chapeltown/High Green and Stocksbridge/Deepcar. The Rural Areas mean all parts of the Countryside Areas and Worrall.

<sup>3</sup> A minimum of 2 disabled parking spaces for places of work and a minimum of 3 spaces for places open to the public. On smaller developments where fewer than 3 car parking spaces can be provided, a lower figure may be determined on merit. The requirement for enlarged standard spaces is covered more fully in the Sustainable Transport Supplementary Planning Document.

<sup>4</sup>Or 1 space per 3 staff on site.

<sup>5</sup>Enclosed parking spaces should be at least 3m by 6m, where possible, to accommodate an average sized vehicle and some storage space. The space may need to be larger if it includes the enclosed cycle storage area to satisfy the Cycle Parking Guidelines below. Wheelchair accessible housing and Lifetime Homes will require larger spaces, as set out in the Residential Design Supplementary Planning Document.

<sup>6</sup>On-street parking areas can comprise the majority of intended parking spaces within Home Zones.

Note: Motorcycle parking will be negotiated by case, with a minimum of 1 space.

## Cycle Parking Minimum Guidelines

New developments with 6 or more staff should provide at least two short-stay and two long-stay spaces for cycles or at least the numbers indicated in the table below, whichever is the greater. New developments with 5 or fewer staff should provide at least 1 short-stay and 1 long-stay space. Short-stay spaces for visitors and customers are to be secure and covered and long-stay spaces for commuting cyclists are also to be enclosed, where practical.

Use	Minimum Cycle Parking Provision
Retail – general	1 short-stay space/30 peak-time customers 1 long-stay space/20 staff
Public Houses, Restaurants, Banks, Building Societies, Estate Agents, Post Offices, Galleries, Museums, Libraries, Cinemas, Theatres, Bingo Halls	1 short-stay space/40 peak-time visitors 1 long-stay space/15 staff
Offices	1 short-stay space/40 peak-time visitors 1 long-stay space/10 staff
Industry – including Light, High-tech, Science and Heavy Industry Warehouses	1 short-stay space/30 peak-time customers/visitors 1 long-stay space/15 staff
Housing – Houses and Flats	1 long-stay space per dwelling, subject to the outcome of any Travel Plan
Student Flats and Hostels for Students and Nurses	1 short-stay space/20 beds and 1 long-stay space/2 beds
Primary and Secondary School	1 long-stay space/10 pupils, subject to outcome of Travel Plan 1 long-stay space/15 staff, subject to outcome of Travel Plan
Colleges and Universities	1 short-stay space/8 students 1 long-stay space/8 staff
Hospitals	1 short-stay space/30 beds (for visitors) 1 long-stay space/15 staff
Doctors, Dentists, Clinics and Health Centres	1 short-stay space/20 peak-time visitors 1 long-stay space/20 staff
Leisure and Sports Centres	1 short-stay space/15 peak-time customers 1 long-stay space/15 staff Cycle parking for other uses including stadia or major venues will be negotiated by case
Bus and Tram interchanges	1 short-stay space/40 peak-time passengers 1 long-stay space/20 staff

### Definitions

***'Suitable for the use and location'*** – as indicated in the tables above.

***'Appropriately sited'*** – disabled parking spaces and drop-off facilities sited as close to the main entrance as possible, and preferably within 20 metres. Drop-off facilities should be within 20 metres.

***'Service vehicles'*** – buses and emergency, waste collection, delivery and maintenance vehicles.

- 6.10** The parking requirements reflect the relative accessibility of different locations and the number of journeys that different types of development are likely to require. So, for

example, the City Centre is highly accessible by public transport, there is much scope for high-density design and there is less need for people living there to use a car.

- 6.11** In a number of residential areas there is very little scope for the existing road network to accommodate extra on-street parking generated by development. On-street parking can create difficulties for larger service vehicles and buses. So, in those cases where it can be demonstrated that obstructions or safety risks would be created by overspill on-street parking an additional margin of off-street parking is allowed for within the standards.
- 6.12** Minimum cycle parking standards promote cycling to work and encourage a form of travel that has least impact on road space, relieving congestion and lowering emissions. This helps to implement Core Strategy policy CS53 on Management of Demand for Travel.
- 6.13** Sheffield's City Centre Masterplan and Core Strategy state that the total number of public car parking spaces in the City Centre will be developed to a total of 9,500 spaces. This also promotes a shift from long-stay to short-stay parking to manage commuting by car to the City Centre, and, so, congestion. However, additional long-stay parking for disabled people will still be promoted.
- 6.14** The levels of parking will be achieved through the development management process. More detailed guidance on implementing the policy will be included in Supplementary Planning Documents on Sustainable Transport and Residential Design. The policy will also be partly delivered through the implementation of controlled parking zones (see Core Strategy policy CS53).

**Related policies in this document:**

- C4 Development in District and Neighbourhood Centres  
D1 Provision for the Needs of All Users

### **E3 Design for Roads and Movement**

- 6.15** This policy helps to deliver Core Strategy objectives for neighbourhoods, a safer and more secure environment, walking and cycling, and high-quality and inclusive design. The related Core Strategy policies are:

- CS51 Transport Priorities  
CS53 Management of Travel Demand  
CS54 Pedestrian Routes  
CS55 Cycling Routes  
CS63 Responses to Climate Change  
CS74 Design Principles

## **Policy E3**

### **Design for Roads and Movement**

Roads, pedestrian routes and areas, cycleways and public spaces should provide safe and attractive travel choices and make way-finding easy for everyone, particularly disabled

people, older people, young people and people with young children. These routes and spaces should be designed or improved to:

- a. ensure that levels and gradients are designed to maximise access for disabled people, subject to the topography, including ramps where needed; and
- b. maximise the safety of users, particularly at night, providing appropriate lighting and ensuring that, wherever possible, pedestrian and cycle routes are well overlooked and laid out to minimise conflict between users; new residential streets should be designed for travel at 20 mph or less; and
- c. include places for meeting or relaxing if located in areas where people live, visit or work; and
- d. reduce the need for traffic movements that would cause unhealthy levels of air or noise pollution; and
- e. meet current or anticipated operational requirements for buses, where they need to run through the area to meet minimum public transport accessibility standards; and
- f. ensure that sufficient and well designed car parking is provided that is integrated into the development and street scene in safe and easy-to-use layouts and would meet the needs of all users; parking for people with disabilities should be located to provide convenient access to facilities; and
- g. contribute to sustainable drainage; and
- h. be easily maintained and managed.

### Definitions

***'Minimum public transport accessibility standards'*** –at least three buses or trams per hour in each direction that serve a stop within 400 metres of at least 80% of the development. A lower frequency may be accepted, within reason, in Rural Areas.

- 6.16** The Government's 'Manual for Streets' (2007) and 'Manual for Streets 2' (2010) recognise that streets form valuable community places, or living space, for local residents and workers. They should therefore be designed for enjoyment, meeting people and other community activities for all users, as well as being corridors for movement. In doing so, neighbourhoods will become more attractive and contribute to stronger communities.
- 6.17** Areas in the public realm that are designed for pedestrian priority or have greater regard to the needs of pedestrians, such as shared-spaces schemes, will be encouraged through the policy in appropriate streets and reflect the needs of all users.
- 6.18** The policy recognises the need to design roads, paths and public spaces so that they contribute to local transport priorities. This has to be done in a way that will meet the needs of all potential users, in accordance with the Equality Act 2010.



- 6.19** The street itself can be a useful and efficient space for car parking (see also policy E2), which can encourage more social interaction, and can be situated so that it contributes to the management of vehicle speeds.
- 6.20** Details on how the policy will be implemented through the design of areas and neighbourhoods will be set out in design guidance including the Supplementary Planning Document on Residential Design. This will include promoting 'Home Zones' as part of appropriate new housing developments.

**Related policies in this document:**

- A1 Infrastructure Requirements, the Community Infrastructure Levy and Developer Contributions
- D1 Inclusive Design in Public Buildings and Places of Work
- E1 Travel Plans and Car Clubs
- E2 Parking

## 7 GLOBAL ENVIRONMENT AND NATURAL RESOURCES

7.1 The Core Strategy contains most of the policies required to deliver its objectives for reducing the city's impact on climate change and using natural resources sustainably. These include actions to:

- mitigate and adapt to climate change
- design developments to reduce emissions and use resources sustainably
- generate renewable or low-carbon energy.

It is not necessary to repeat these in the present document. However, three issues require additional policies to inform development management, and these relate to protection from pollution, conditions on waste management development and the safeguarding of mineral resources.

### F1 Pollution Control

7.2 The Core Strategy includes objectives for natural resources, including contaminated land, and air and water quality. Particular aspects of these objectives are developed in policies:

- CS63 Responses to Climate Change
- CS66 Air Quality

The following policy flows in part from policy CS66 and supports the development management process in ensuring the objectives are achieved through avoiding the main types of pollution of the environment.

#### Policy F1

##### Pollution Control

Development will only be permitted if:

- a. it would locate sensitive uses in areas where national air quality objectives are achieved, unless the scheme would provide overriding regeneration benefits and sufficient measures to protect air quality are incorporated; and
- b. it could be demonstrated for significant development that the resulting loss of air quality, including from the cumulative impacts of development, would be appropriately mitigated; and
- c. any land contamination would not be harmful to human health, the environment or property, or measures would be taken to ensure that the site is made safe for use; and
- d. any land instability is remedied before development; and

- e. it would not cause an unacceptable risk of pollution to watercourses, ponds, lakes, reservoirs or groundwater; and
- f. any external lighting resulting from the development would not have unacceptable impacts, particularly for people living nearby and in rural areas; and
- g. where necessary to protect sensitive uses, it would either include an environmental buffer or not lead to the loss of protection from an existing buffer.

### Definitions

**‘Sensitive uses’** – includes residential institutions (C2), housing (C3, C4) and certain non-residential institutions (schools, nurseries, hospitals) (D1).

**‘Significant development’** – for the purposes of this policy, as set out in the table below, using the site areas only if floorspace figures are not available:

Type of Development	Site Area (hectares)	Gross Floorspace/Units
	0.2	1,000 sq.m.
Non-food retail (A1)	0.8	1,000 sq.m.
Office (B1)	0.8	2,500 sq.m.
General industry (B2)	1.5	4,000 sq.m.
Warehousing (B8)	2.0	6,000 sq.m.
Housing (C3)	1.0	80 units
Other	60+ vehicle movements in any hour	
Any industrial activity outlined in the Pollution Prevention and Control (England and Wales) 2000 giving rise to emissions to atmosphere		

**‘Cumulative impacts’** – taking account of the combined impacts of both new and existing development on air quality.

**‘Appropriately mitigated’** – appropriate means of mitigation could include, but are not limited to, installing low emissions vehicle refuelling infrastructure, providing bicycle racks, adopting an appropriate Travel Plan or supporting a local car club.

**‘Land contamination’** – pollution of land or other harm that renders it unfit for safe development and most practical uses without prior remediation.

**‘Harmful to human health, the environment or property’** – in relation to land contamination includes nausea, burns, headaches, damage to body organs, asphyxiation, explosion due to ground gas, damage to property or foundations, or harm to plants, crops, wildlife, ground water or surface water.

**‘Land instability’** – proneness of land to movement due to the existence of ground compression, slopes or underground cavities. It may be natural or the result of human activity, such as mining, excavating or land filling.

**‘Watercourses’** – all rivers, canals, streams and goyts, including where culverted, but excluding roadside/field-side ditches serving only the road or field.

***'Environmental buffer'*** – landscaping and/or siting of appropriate uses between sensitive and other uses to reduce harm or potential nuisance.

- 7.3** Any negative effects of development on air quality may be mitigated, for example, through the introduction of low-emissions vehicle technologies and/or other actions which contribute to the improvement of air quality and reduction of carbon emissions. The potential for cumulative impacts from significant developments, and the associated mitigation measures, should be addressed in Air Quality Impact Assessments. The appropriateness and scope of these will be determined specifically for each significant development.
- 7.4** Land contamination is an important concern in view of the large amount of previously developed land, often formerly in industrial use, that is required for the development proposed in the Core Strategy. Any implications of land contamination would be identified in a Risk Assessment, which developers are required to carry out for all previously developed land where there is a significant risk. If this identifies an unacceptable level of contamination a Remediation Strategy is required to make the site safe for use. Once the remediation has been completed a Validation Report must be submitted to demonstrate the works have been undertaken satisfactorily.
- 7.5** Where land is unstable as a result of former land uses including mining, it must be made stable prior to development through appropriate mitigation and remediation measures. To assist with identifying potentially unstable land as a result of coal mining, the Coal Authority has produced a map of the Coal Mining Development Referral Area for Sheffield, which shows areas of past mining where land may be unstable.
- 7.6** Watercourses form part of the Green Network and the improvement of water quality is a Core Strategy objective. Delivery of the policy will involve continuing to consult and work with Yorkshire Water and the Environment Agency to ensure that any impacts on water are acceptable and, where required by policy G4, water quality is enhanced.
- 7.7** Light pollution resulting from development can be obtrusive, particularly in rural areas. It is important that external lighting is controlled to ensure it does not adversely affect people living nearby. The Institution of Lighting Engineers has produced a guidance note on reducing obtrusive light, which sets standards to be adhered to. This will be used in implementing part (f) of the policy.
- 7.8** The policy as a whole will be implemented mainly through the process of development management. The provisions of Travel Plans and funding from the Community Infrastructure Levy may contribute towards transport measures that reduce any additional emissions to an acceptable level of air pollution.

**Related policies in this document:**

- |    |  |
|----|--|
| A1 | Infrastructure Requirements, the Community Infrastructure Levy and other Developer Contributions |
| A2 | Requirements for Economic Prosperity and Sustainable Employment                                  |
| C3 | Safeguarding Sensitive Uses from Nuisance  |
| E1 | Development and Trip Generation  |
| F2 | Requirements for Waste Management  |
| F3 | Safeguarding Mineral Resources   |
| G4 | Water in the Landscape   |

## F2 Requirements for Waste Management

**7.9** The Core Strategy contains key objectives and spatial policies that meet the City's needs for waste management without having to use land in the Green Belt. The related policies are:

- CS68 Waste Development Objectives
- CS69 Safeguarding Major Waste Facilities
- CS71 Protecting the Green Belt

**7.10** National planning policy also provides criteria-based guidance covering local environmental factors that will be material in considering planning applications for waste management facilities. The Companion Guide to PPS10 suggests that it could be helpful to set out local policy for dealing with 'windfall' waste development. The following policy supplements higher tier policies and clarifies the City Council's approach to waste development in Sheffield's Green Belt. The need for other developments to provide for waste management in their design and layouts is covered in policy G10.

### Policy F2

#### Requirements for Waste Management

Waste management will be promoted in the Waste Management Areas, including:

- a. Bernard Road/Lumley Street, particularly for energy-from-waste technology and ancillary activities together with other types of waste development, but excluding landfill and open windrow composting; and
- b. Parkwood Springs, for landfill and ancillary uses prior to the site being progressively restored to public parkland.

Proposals for additional waste management facilities, if required, will be permitted where they would:

- c. use previously developed land or buildings at minimal risk from flooding within Industrial Areas in preference to other locations; and
- d. secure the restoration and aftercare of the site to contemporary standards and for appropriate new uses; and
- e. use sustainable alternatives to road transport, wherever practicable and beneficial; and
- f. not generate levels of traffic that would make roads unsafe or harm the character of the immediate area or areas along the routes used; and
- g. not involve unacceptable duration, phasing or excessive active areas or hours of operation; and
- h. not use land in the Green Belt, unless no other suitable sites are available elsewhere and the development would contribute, so far as possible, to achieving objectives for the use of land in the Green Belt.

## Definitions

**‘Energy-from-waste technology’** – activity that uses waste to produce heat or power through thermal or other processes.

**‘Open windrow composting’** – composting of shredded biodegradable waste in windrows up to 3 metres in height in an open setting’.

- 7.11** Sub-paragraphs (a) and (b) supplement Core Strategy policy CS69 by identifying more specifically the uses and locations of the two major disposal facilities that are critical to the City’s waste strategy. The Waste Management Areas are shown on the Proposals Map. The Bernard Road/ Lumley Street Area incorporates Sheffield’s Energy Recovery Facility, which uses waste heat to fuel over 140 City Centre buildings. Other land within the designated area is suitable for ancillary uses together with a broad range of waste developments excluding open-air facilities that could affect any nearby sensitive properties.
- 7.12** The Parkwood Springs Area includes the city’s only remaining operational large open-gate landfill site. It also includes ancillary leachate treatment and gas utilisation plants. The current planning permission requires all tipping to be completed by the start of 2019, unless otherwise agreed by the planning authority. The phased programme of infilling is designed to release part of the area to be restored to public parkland during the currency of this policy.
- 7.13** The criteria in the policy supplement those in Core Strategy policy CS68, which sets out the basis for sustainable management of the waste streams that the City must provide for. In particular subparagraph c) provides additional guidance on preferred areas for accommodating facilities for non-municipal waste. Designated Industrial Areas already host some waste facilities and it is appropriate for them to continue to do so. In maintaining the presumption against waste development in the Green Belt subparagraph h) also recognises that there may be exceptional cases where permission could be granted on a Green Belt site if it is the only viable option that is available. The other criteria help to enhance specific aspects of national policy on protecting vulnerable communities, recycling land and promoting efficient transport networks. Policies C3 and F1 cover other general criteria that protect sensitive uses from possible environmental impacts that may result from some waste developments.
- 7.14** The policy will be implemented through the development management process, attaching conditions to permissions for relevant developments as and when they occur. There will be a need for negotiation and a pro-active approach with some developers to help bring forward acceptable proposals.

### **Related policies in this document:**

C3	Safeguarding Sensitive Uses from Nuisance
E1	Development and Trip Generation
F1	Pollution Control
G10	Design Quality
H1	Land Uses in Policy Areas

### F3 Safeguarding Mineral Resources

- 7.15** National planning policy requires mineral resources to be safeguarded as far as possible. The main mineral resource in Sheffield that may be extracted in the future is coal and the Coal Authority has identified coal resources under much of the city. The majority of this coal resource has already been built over, but new development and redevelopment sites may provide opportunities to extract surface coal before construction commences.

#### Policy F3

##### Safeguarding Mineral Resources

The whole Sheffield Local Plan area is designated a Minerals Safeguarding Area.

Where a site is likely to have surface coal resources, applicants will be notified of this and should investigate the economic potential of the site for extraction of coal before development. Extraction will be encouraged wherever it is practicable, and where it would not have unacceptable environmental impacts.

- 7.16** Coal is the main mineral resource in the city, although other minerals may be present. Whilst there is no presumption that the resources within the Minerals Safeguarding Area will be worked, it is important to ensure that opportunities are taken to remove surface minerals before a site is developed, where possible, to prevent unnecessary sterilisation of surface mineral resources. Prior extraction of minerals also has the benefit of ensuring that any potential land instability problems can be dealt with comprehensively before a site is developed.
- 7.17** The policy will be implemented through the development management process, where surface mineral resources are identified on a site and consideration should be given to their removal before development. The designation of the Minerals Safeguarding Area will alert developers to the possible presence of coal resources, and the Coal Authority has produced a map showing the areas where surface coal resources are located.

##### Related policies in this document

F1 Pollution Control

## 8 GREEN ENVIRONMENT

**8.1** Part of the Core Strategy vision is for Sheffield to be a city that will prize, protect and enhance its natural environment. Sheffield's green environment is one of its defining characteristics and merits protection for the benefit of both people and wildlife. Public bodies are required by law (the Natural Environment and Rural Communities Act 2006) to have regard to the conservation of biodiversity. Conservation of the natural environment is also a significant part of the City's response to the challenges of climate change. The development management process has a key part to play in this and specific policy guidance for the city is needed to apply the more general national policies and the objectives of the Core Strategy.

**8.2** Some of the policies to protect the Green Environment, including the Green Belt, have already been included in the Core Strategy and do not need to be repeated here. These include:

CS2	Business and Industrial Development on Brownfield and Greenfield Land
CS24	Maximising the Use of Previously Developed Land for New Housing
CS71	Protecting Green Belt
CS72	Protecting Countryside not in the Green Belt
CS73	The Strategic Green Network

These policies already:

- give priority to previously developed ('brownfield') land
- set limits on development on non-developed ('greenfield') land
- confirm and establish the extent of the Green Belt.

**8.3** This chapter takes up the remaining requirements to achieve Core Strategy objectives, which are about safeguarding features of natural importance and providing greater detail on the Green Network. Issues about countryside character (including Green Belt) are dealt with in the next chapter (see policies G6A and G6B). The issue of whether development would be appropriate in gardens (technically 'greenfield' land) is covered in Core Strategy policy CS26, Efficient Use of Housing Land and Accessibility, and by policies C2 and G5 in this document.

### G1 Safeguarding and Enhancing Biodiversity and Features of Geological Importance

**8.4** Biodiversity includes all kinds of life, from the commonplace to the critically endangered, including all species of plants and animals and the complex ecosystems of which they form part. It is ultimately lost or conserved at the local level. Protection and enhancement of areas and features of particular ecological or geological value are objectives of the Core Strategy and policy criteria are required to show how the development management process will guide development in a sustainable and consistent manner.

**8.5** Sites of Special Scientific Interest are designated under national legislation. They are shown on the Proposals Map for information and will be protected by that legislation and national planning policy. The local policy context for conserving features of natural interest is set both by the objectives of the Core Strategy and specific policies:



CS47 Safeguarding Open Space  
CS73 The Strategic Green Network

The following policy deals with citywide nature conservation and with locally designated sites of importance for nature conservation or geology.

## **Policy G1**

### **Safeguarding and Enhancing Biodiversity and Features of Geological Importance**

New development will not be permitted where it would cause significant harm to habitats and sites of nature conservation or geological importance.

New development should:

- a. safeguard and enhance, wherever possible, existing natural and semi-natural features and habitats such as trees, woodland, hedges, watercourses, lakes, ponds, reservoirs and dams and rock outcrops that contribute to the biodiversity of the site and neighbouring areas; and
- b. minimise any harm caused to habitats or species, especially to those identified as being of national, regional or local importance, and to species protected by law; and
- c. provide new areas of habitat as part of new open space, or features to encourage wildlife, as appropriate to the location; and
- d. safeguard rock outcrops and other landscape features of geological significance and enhance their settings, wherever possible.

Local Nature Sites will be protected and enhanced and Local Nature Reserves will also be maintained for their wildlife value, for community use and as an educational resource. Development that would significantly harm their wildlife or geological value, either directly or indirectly, will not be permitted other than in exceptional circumstances, when the developer will be required to:

- e. ensure the loss is kept to a minimum and include measures to mitigate any harm; and
- f. compensate for any loss by creating or enhancing habitats of equal or greater value elsewhere within the site or nearby, and recording of features of geological significance that would be unavoidably lost or damaged.
- g. carry out any compensatory measures before the accepted damage takes place.

On sites where new open space is provided as part of the development, new areas of habitat should be created.

Opportunities to include features that encourage wildlife should be taken in all developments.

## Definitions

**'Habitat'** – *the specific surroundings within which an organism, a species or a community lives. This includes physical factors such as temperature, moisture and light together with biological factors such as the presence of food or predator organisms.*

**'Local Nature Sites'** – *locally designated sites of local and regional biodiversity and geological interest, including Local Nature Reserves identified by the City Council and the Local Sites Partnerships and designated by the City Council. They are shown on the Proposals Map.*

**'Local Nature Reserves'** – *a type of Local Nature Site with a statutory designation placed by the City Council and Local Sites Partnership and confirmed by Natural England.*

**'Exceptional circumstances'** – *usually where the proposed development would be of strategic or city-wide importance and there is no viable alternative site available.*

**'Features that encourage wildlife'** – *could include green roofs, bird and bat boxes, water features, planting native or wildlife-attracting trees, shrubs, wildflowers etc.*

- 8.6** Although most of the city's development will take place on previously developed land, some of these sites include valuable habitat. It is important that biodiversity is promoted everywhere, not just in a few special reserves, because species depend on the ability to move across much wider areas. There is potential to increase the value for wildlife of almost any site and this is supported by national planning policy. Conservation of geological features of significance is also required by national policy. The policy will help to safeguard outcrops representing different geological horizons and other distinctive rock features and landforms.
- 8.7** Local Nature Sites are the most important resource of biodiversity and geological features outside the statutorily designated areas. They are identified on the Proposals Map and national planning policy states that criteria-based policies should be established for judging development proposals that would affect them. The impact of any development in a Local Nature Site will be considered in the context of the wider biodiversity context. National policy is that, where damage to a site cannot be avoided, adequately mitigated or compensated for then planning permission should be refused. Because they are not in the top category of protection there may be exceptional circumstances in which development may be allowed to damage Local Nature Sites but the policy is needed to help ensure that the net impact is kept to the minimum. It is not expected that those Local Nature Sites that are also designated as Local Nature Reserves will be as vulnerable to development proposals; as they are primarily owned by the Council.
- 8.8** The protection of Local Nature Sites and improvements to biodiversity and geological features will be delivered by negotiation during the development management process, by the application of conditions, and by the use of planning agreements. Where appropriate developers may be expected to include tree and/or habitat surveys with their planning application. A Supplementary Planning Document may be issued to provide further advice on how the requirements of the policy may be met. Local Nature Reserves are protected by the City Council and are specifically managed for their

wildlife value, for community use and as an educational resource. New sites may be designated outside the development plan process. Local Nature Sites usually receive extra protection as Open Space Areas.

**Related policies in this document:**

D2	Open Space in Large New Housing Developments
G2	The Green Network
G3	Trees, Woodland and the South Yorkshire Forest
G4	Water in the Landscape

**Sites of Special Scientific Interest in Sheffield**(by Community Assembly Area and excluding areas in the Peak District). With the exception of Totley Wood and the Lower Moss Valley, they are all geological sites.

**North East**

*Neepsend Brickworks, Neepsend Railway Cutting*

**South**

*Totley Wood (also known as Ladies Spring Wood)*

**South East**

*Lower Moss Valley*

**Northern**

*Little Don Stream Section; Stannington Ruffs; Wadsley Fossil Forest; Wharnccliffe Crags*

**Local Nature Reserves in Sheffield**(by Community Assembly Area)

**Central**

*General Cemetery; Sunny Bank; Sharrow School Green Roof*

**East**

*Bowden Housteads Wood/Carbrook Ravine; Salmon Pastures*

**North East**

*Roe Woods and Crabtree Pond; Woolley Wood*

**South West**

*Ecclesall Woods; Fox Hagg; Porter Valley*

**South**

*Gleadless Valley Woods and unimproved grassland*

**South East**

*Shire Brook Valley; Woodhouse Washlands*

**Northern**

*Loxley and Wadsley Commons; Townend Common; Wharnccliffe Heath; Wheata Wood*

## **G2 The Green Network**

**8.9** The Core Strategy identifies a Strategic Green Network, including the rivers and streams of the larger valleys and linked large open spaces across the south of the city. It indicates that this will be complemented by a network of more local Green Links. The full Green Network is identified on the Proposals Map and includes linked open spaces, some footpaths, watercourses and corridors of dense vegetation without public access. The policy below is to ensure that they can all be protected from built development and that opportunities are taken to enhance their value and, where appropriate, the range of functions that the Network provides. The related Core Strategy policies are:

CS46	Quantity of Open Space
CS47	Safeguarding Open Space
CS73	Strategic Green Network
CS74	Design Principles

## Policy G2

### The Green Network

Any development within the Green Network should:

- a. maintain or increase its continuity and green and open character;
- b. not damage its value for wildlife and, wherever possible, increase it by including new areas of habitat, particularly for species identified as being of national, regional or local importance;
- c. create open space and appropriate public right-of-way links in areas of Desired Green Links;
- d. provide access to any public rights of way adjoining the site.

Where space permits, and providing it would not harm its wildlife value, the Green Network should also be used to extend opportunities for informal recreation, including walking and wheelchair use, and, where appropriate, cycling and horse-riding away from the road network.

### Definitions

**'Green Network'**—*a network of open space that provides the means for wildlife and people to move through the built-up areas and to connect with the surrounding countryside. It consists of existing Green Links, Desired Green Links and all waterways shown on the Proposals Map.*

**'Desired Green Links'**—*areas where there is currently a break in the Green Network where the wildlife and recreational value could be enhanced by the creation of a Green Link between existing open spaces.*

- 8.10** Maintaining the continuity of the network is critical because isolated fragments of habitat are less likely to allow species to move around freely, to expand their range and adapt to the effects of climate change. The importance of maintaining and improving such networks is recognised by the Sheffield Wildlife Trust's 'Living Landscapes' scheme, which works to reconnect these habitats. The scheme covers the River Don network, the South Sheffield Greenway, the West Sheffield Valleys, the Pennine Moors and the M1 Woodland Corridor. Wherever possible, development should not compromise this network.
- 8.11** However, the policy recognises that there may be ways of achieving this whilst still allowing for some development within the network, provided the routes for wildlife are not completely severed. The value of existing open spaces and routes can be increased by changes to planting or management.

- 8.12** Where possible and desirable, the links should serve other purposes for human movement and enjoyment. This is more likely to be in the larger-scale links, which include public open spaces. There are also parts of the Green Network that will never have public access but are still valuable for wildlife. They include railway lines, long back gardens and small watercourses.
- 8.13** Delivery of the Strategic Green Links is as set out in the Core Strategy. Safeguarding and creation of the more local links will be by the development management process, taking advantage of opportunities presented by development and initiatives of the Council and partner organisations. The policy will be applied within corridors centred on the green lines shown on the Proposals Map. The emphasis will be on taking advantage of the local needs and opportunities rather than maintaining a corridor of uniform width.

**Related policies in this document:**

- |    |   |
|----|---|
| D2 | Open Space in Large New Housing Developments                                  |
| G1 | Safeguarding and Enhancing biodiversity and Features of Geological Importance |
| G3 | Trees, Woodland and the South Yorkshire Forest                                |
| G4 | Water in the Landscape  |

### **G3 Trees, Woodland and the South Yorkshire Forest**

- 8.14** The Core Strategy contains objectives for the safeguarding and enhancing of woodland and trees and requires design of development to respect them as distinctive features of the city. But the principal way in which the objectives will be achieved through the planning process will be through development management and the policy below sets out more specifically what is required to achieve the Core Strategy objectives. The South Yorkshire Forest Plan aims to increase tree cover across the eastern half of the city, linked to regeneration, and the policy is intended to support this important initiative. Related Core Strategy policies are:

- |      |  |
|------|--|
| CS47 | Safeguarding of Open Space                   |
| CS71 | Protecting the Green Belt                    |
| CS73 | Protecting Countryside not in the Green Belt |
| CS74 | Design Principles                            |

## **Policy G3**

### **Trees, Woodland and the South Yorkshire Forest**

All new developments should include tree planting, unless not practicable, with priority being given to sites next to roads, footpaths, open spaces and the Green Belt.

Developments should also retain and integrate healthy, mature trees and hedgerows and replace any trees that need to be removed. Development will not be permitted that would directly or indirectly damage existing mature or ancient woodland, veteran trees or ancient or species-rich hedgerows.

All new tree planting should use indigenous species and not conflict with other important habitats, natural features or archaeological remains and provision should be made for its future management.

Development within the South Yorkshire Forest area should:

- a. incorporate appropriate new tree planting that reflects the character of that area, including new woodland where opportunities arise;
- b. introduce tree planting to enhance the environment where a development is located within a predominantly built-up area;
- c. include substantial woodland planting on schemes involving the reclamation of derelict land or waste disposal sites;
- d. respect and protect existing wooded settings and plant additional woodland where compatible with other open space needs where development is in less built-up areas.

### Definitions

***'Directly or indirectly damage'*** – *The undertaking of development works, processes and/or the storing of materials underneath the canopy of a tree, or the operation of plant machinery close to the tree, without having the proper consideration to, or use of, appropriate protection measures as outlined in the relevant British Standard document.*

***'Ancient woodlands'*** – *areas that have been continually wooded since 1600 AD or earlier.*

***'Veteran trees'*** – *defined by Natural England as trees that are of interest biologically, culturally or aesthetically because of their age, size or condition.*

***'Ancient or species-rich hedgerows'*** – *ancient hedgerows are those in existence before the Enclosure Acts (1720-1840.) Species-rich hedgerows contain five or more native, woody species in a 30-metre length.*

- 8.15** Mature trees and ancient woodland form an important part of the city's distinctive townscape and provide a setting for relaxation and community activity. Building too close to trees can damage their roots, whilst branches overhanging gardens are liable to be pruned or removed by future occupants. Replacement of trees in the city is important as many will come to the end of their natural lives within the next 40 years and safeguarding the character of many of the older areas requires action now to replace them. New development provides a particular opportunity to extend the South Yorkshire Forest and the policy identifies how this can be brought about.
- 8.16** Delivery of the policy will be through development management, by placing conditions on planning approvals and by placing Tree Preservation Orders on important trees or groups of trees. The South Yorkshire Forest Partnership, of public, private and voluntary sector bodies, will also contribute, acting as a focus for environmental regeneration and green infrastructure enhancement. This includes working with the community on tree planting schemes, accessing funds for reclamation of derelict land and promoting

awareness of the value of green infrastructure. The policy will be used to help deliver the aims of the South Yorkshire Forest Plan.

**Related policies in this document:**

- G1 Safeguarding and Enhancing Biodiversity and Features of Geological Importance
- G2 The Green Network

## **G4 Water in the Landscape**

**8.17** The Core Strategy recognises the importance of water for the city, both as an attractive feature of local townscapes and as wildlife habitat. Water is also a significant hazard through flooding and its flow across the city needs to be managed. The Core Strategy therefore has objectives to reduce the risk and impact of flooding and to safeguard and enhance water features. Related Core Strategy policies are:

- CS48 Open Space and Riversides in the City Centre
- CS67 Flood Risk Management
- CS73 The Strategic Green Network

The policy below is needed to show what this means in terms of the development management process.

### **Policy G4**

#### **Water in the Landscape**

Watercourses, lakes, reservoirs, ponds and dams should be protected and enhanced as natural landforms, floodplains, wildlife habitats, sites of historic or archaeological evidence and landscape features. Where appropriate they should also be protected and enhanced as opportunities for public access, recreation. Watercourses may also provide potential sources for small-scale hydro-electricity.

Development that includes a watercourse should open up any existing culverted lengths, where feasible, and any alterations to the channel must not increase flood risk.

Development should be set back from both banks of main rivers and ordinary watercourses to allow for flooding, access for maintenance of the channel and landscaping to enhance the Green Network. A riverside walking/ cycling route should be included on one bank where appropriate and feasible.

The creation of new wetlands will be encouraged, particularly in the Green Network.

Developers should make arrangements for the future ownership and maintenance of new or existing water areas or existing water areas where this forms part of the development scheme.

The Canal should continue to be improved as a focus for regeneration, as an important part of the Green Network and as a resource for recreation and tourism. Development next to the Canal should make a positive contribution to its recreational, tourism, heritage and environmental value.

## Definitions

**'Watercourse'** – all rivers, canals, streams and goyts, including where culverted, but excluding roadside/fieldside ditches serving only the road or field.

**'Set back'** – according to Environment Agency requirements. This is 8 metres in the case of Main Rivers as defined by the Environment Agency and up to 5 metres in the case of other watercourses shown on the Proposals Map. The 8-metre distance is national policy and may be subject to change.

**'Main rivers'** – as defined by the Environment Agency and shown on the Proposals Map. The current list is shown below.

**'New wetlands'** – as part of Sustainable Drainage Systems or for wildlife habitat.

**'Green Network'** – as defined in policy G2.

- 8.18** All watercourses are part of the Green Network and the policy is needed to help implement Core Strategy policy CS73 and policy G2. Areas of standing water are also valuable habitat for wildlife and support policy G1 by promoting biodiversity. They are distinctive and attractive landscape features, with a calming effect on urban living. Often associated with features of archaeological interest because Sheffield's early industries were water-powered, watercourses are important features of the city's history. The use of watercourses for the generation of small-scale hydro-electric power, for example, at existing weirs, would support Core Strategy objectives for renewable energy but would need to be weighed against other possible impacts, for example, on habitats. New wetlands or open water areas can be created in order to provide new areas of habitat and help to reduce flood risk through Sustainable Urban Drainage Schemes.
- 8.19** The Environment Agency requires access to the banks of main rivers for maintenance, so development needs to be set back. This also allows for the construction of a footpath on the more significant watercourses, which complements the river valleys' role as part of the Green Network.
- 8.20** The policy will be delivered by development management, particularly by taking advantages of opportunities presented by redevelopment of riverside sites in the City Centre to uncover and naturalise the rivers. There are also some specific initiatives for creating riverside footpaths.

**Main Rivers in Sheffield** (as defined by the Environment Agency at 2009):

- River Little Don (downstream of Underbank Reservoir)
- Clough Dike (downstream of rear of 74 Fox Glen Road)
- River Don
- River Loxley
- River Rivelin
- Porter Brook (downstream of Forge Dam)
- Old Hay Brook (downstream of railway)
- Topley Brook (downstream of Mickley Lane)
- River Sheaf



- *Abbey Brook (downstream of Bocking Close)*
- *Meers Brook (downstream of Northcote Avenue)*
- *River Rother*
- *Ochre Dike (downstream of Drakehouse Lane)*
- *Shirtcliffe Brook (downstream of railway, east of Goathland Drive)*
- *Kirkbridge Dike (downstream of Acres Hill Road)*
- *Car Brook (downstream of rear of 652 Prince of Wales Road)*
- *Car Brook- Weedon Street (downstream of Surbiton Street)*
- *Bagley Dike (from north end of Northern General Hospital)*
- *Blackburn Brook (downstream from A61 at Chapeltown)*
- *Hartley Brook (downstream from Ecclesfield Road)*
- *Ecclesfield Brook (downstream from St Mary's Lane)*
- *Whitley Brook (downstream from St Mary's Lane)*
- *Charlton Brook (downstream from Blackburn Drive)*

**Related policies in this document:**

- G1 Safeguarding and Enhancing Biodiversity and Features of Geological Importance
- G2 The Green Network

## 9 CHARACTER AND HERITAGE

**9.1** Sheffield is a very distinctive city with its landscape setting of hills, valleys, woodlands and green spaces (including a significant area in the Peak District National Park) and a development pattern that is part of its early industrial heritage. The Core Strategy, therefore, includes objectives about the landscape character of the city and the preservation and enhancement of buildings and areas that are attractive, distinctive or of heritage value in urban and rural settings. The policies in this chapter are required to help achieve these objectives by setting out more precisely how development should reflect the character of the city's varied neighbourhoods, its landscape and topography, its location on the edge of the Peak Park and its heritage assets.

### G5 Development and Area Character

**9.2** The Core Strategy sets out the distinctive characteristics that contribute to the unique character of Sheffield and its different neighbourhoods. This is reflected specifically in two Core Strategy policies:

- CS73 The Strategic Green Network
- CS74 Design Principles

The policy below is needed to indicate more detailed design requirements to achieve Core Strategy objectives, ensuring that development in different parts of the city responds to the unique character of its immediate surroundings and wider neighbourhood.

#### Policy G5

##### Development and Area Character

Development should respond to, take advantage of and where appropriate, conserve the architectural, historic and landscape character of the site, its surroundings and the wider neighbourhood. In particular, it should address:

- a. the city's distinctive topography and landforms; and
- b. the prevailing townscape character, including existing buildings, street width, enclosure and boundary characteristics, garden size, and the pattern and arrangement of surrounding streets and spaces; and
- c. significant features such as corner buildings, open spaces, street trees and boundary walls; and
- d. important views into and out of the development; and
- e. the scale, height, massing and form of neighbouring buildings; and
- f. the particular building styles, proportions, materials and details; and
- g. the characteristic parking arrangements.

- 9.3** Sheffield comprises a range of distinct areas and neighbourhoods that correspond to different periods of the city's growth and associated land uses. Each of these exhibits a variety of elements including street layouts and patterns, housing types and materials. Whilst the particular context will vary across the city, this policy identifies the elements that need to be considered in all types of area. A key element of Sheffield's character is its landform and topography, and the policy ensures that buildings respond to this appropriately to retain views and a positive relationship with the streets.
- 9.4** Different parts of the city exhibit different historic solutions to parking, which assist in reinforcing the character of the area. Choices about parking have important implications for aspects of character, such as the building line, the presence of front gardens and boundary treatments. Loss of garden space can also have an impact on biodiversity and run-off of rainwater.
- 9.5** The policy will be implemented through the development management process. Detailed design guidance based on this policy may be set out in Supplementary Planning Documents, which will identify good practice and adapt comprehensive analysis undertaken on Historic Environment Characterisation by the South Yorkshire Archaeology Service. Guidance relating to the distinctive local character of particular areas of the city may also be provided in Supplementary Planning Documents.

**Related policies in this document:**

D2	Open Space in Large New Housing Developments
G1	Safeguarding and Enhancing Biodiversity and Features of Geological Importance
G2	The Green Network
G3	Trees, Woodland and the South Yorkshire Forest
G4	Water in the Landscape
G6	Countryside Character
G7	Development and Heritage Assets
G10	Design Quality

## **G6A Development in Countryside Areas including the Green Belt**

- 9.6** The Core Strategy objectives for a city with character highlight the importance of protecting the landscape and character of the villages and countryside in Sheffield, including the urban/ rural fringe. These objectives are taken forward in policies for the Green Belt, other areas of countryside and the Strategic Green Network and do not need to be repeated in this document:

CS71	Protecting the Green Belt
CS72	Protecting Countryside not in the Green Belt
CS73	The Strategic Green Network

- 9.7** The National Planning Policy Framework sets out the types of development which are appropriate in the Green Belt and the wider countryside. Most of the countryside around Sheffield is protected as Green Belt, where there are tight restrictions on new building to ensure that land is kept permanently open in character. The Core Strategy also identifies certain other areas of countryside on the edge of the built-up areas where new building needs to be carefully controlled. Policy G6A expands on the national policy by clarifying where housing infill will be permitted in Sheffield's countryside, as

well as including more specific requirements relating to the redevelopment of agricultural and forestry buildings.

## Policy G6A

### Development in Countryside Areas including the Green Belt

The openness, distinctive character and quality of the countryside around the city will be protected and where possible enhanced. In Countryside Areas:

- a. development will only be permitted for uses that are appropriate in rural areas and which would not harm the rural character of the area or lead to unsustainable patterns of development;
- b. extensions or alterations to existing buildings will be permitted provided that it does not result in disproportionate additions over and above the size of the original building; and
- c. the re-use of buildings for other uses will only be permitted where:
  - i the existing building is of permanent and substantial construction and it does not require significant structural re-building; and
  - ii it would not require disproportionate additions to the original building
- d. infilling of single house plots will be permitted in:
  - i the villages of Bolsterstone, Brightholmlee, Dungworth, Ewden Village, Midhopestones, Ringinglow and Whitley; or
  - ii substantially developed road frontages at Green Lane/Cockshutt Lane/Owler Gate/Hilltop Drive at Wharnccliffe Side; Chapeltown Road; Whiteley Wood Road; Long Line;
- e. exceptionally, development of small sites for housing will be permitted within, or at the edge of the villages listed in part (d)(i) where it would be used for affordable housing in perpetuity to meet local needs.

For Countryside Areas that are also in the Green Belt, the overriding objective is to protect the openness of the area and development that is inappropriate in principle in Green Belt will only be permitted where very special circumstances exist to justify the development.

### Definitions

**'Countryside Areas'** and **'Green Belt'** – as shown on the Proposals Map.

**'Appropriate in rural areas'** and **'inappropriate development'** – as set out in the National Planning Policy Framework.

**'Unsustainable patterns of development'** – likely to lead to a significant increase in the need to travel and high reliance on use of the private car for travel to and from the development.

**'Disproportionate additions'** – usually not more than 30% of the gross floor space of the original building but up to a maximum of 40 sq. m. Larger extensions may, exceptionally, be permitted where there would be no adverse impact on the character of the area or openness of the Green Belt.

**'Single house plots'** – between two existing dwellings or buildings on a road frontage (i.e. excluding 'plots' to the rear of existing houses or a plot on the end of row of houses or buildings).

**'Small sites'** – usually less than 0.4 hectares.

- 9.8** National policy largely limits development in rural areas to uses which support the rural economy or meet local needs (e.g. affordable housing). In the Green Belt, national policy permits the conversion of existing buildings to other uses (including housing) where the buildings are of substantial and permanent construction. Under certain circumstances, it also allows the redevelopment of brownfield sites for new uses. However, the redevelopment of former agricultural buildings, particularly to residential use, could have an urbanising affect on the local countryside and therefore needs to be carefully controlled.
- 9.9** The policy will be delivered by the development management process, with consultation with the Peak District National Park Authority as required.

**Related policies in this document:**

G2	The Green Network
G5	Development and Area Character
G6B	Landscape Character
G7	Development and Heritage Assets

## **G6B Landscape Character**

- 9.10** The countryside in Sheffield ranges from exposed moorland fringes and deep valleys to the west to rolling wooded farmlands and gentler slopes of the landscapes to the east. These landscapes have been shaped by variations in geology and landform as well as the city's industrial history. Many of the areas to the west of the district are highly visible from the Peak District National Park.

### **Policy G6B**

#### **Landscape Character**

Development within, or conspicuous from, Countryside Areas, will only be permitted where it would safeguard the identified character and features of the following landscape character areas:

***Upland Character Areas***

- a. Moorland Ridge
- b. Pastoral Hills and Ridges
- c. Upland Rolling Slopes and Valleys to the West
- d. Upland Rolling Slopes and Valleys to the East
- e. Upland Wooded Ridges and Slopes

***Valley Character Areas***

- f. Upland River Valleys and Reservoirs
- g. Wooded Upland River Valleys
- h. Pastoral Upland River Valleys
- i. Upland Valley Sides Above Urban and Industrial Areas
- j. Encapsulated River Valleys to the West

***Lowland Character Areas***

- k. Encapsulated River Valleys to the East
- l. Lowland Rolling Slopes and Valleys
- m. Lowland Broad River Valleys
- n. Lowland Wooded Valley Sides Above Urban or Suburban Areas
- o. Encapsulated Farmland

***Highly Maintained Landscape Areas***

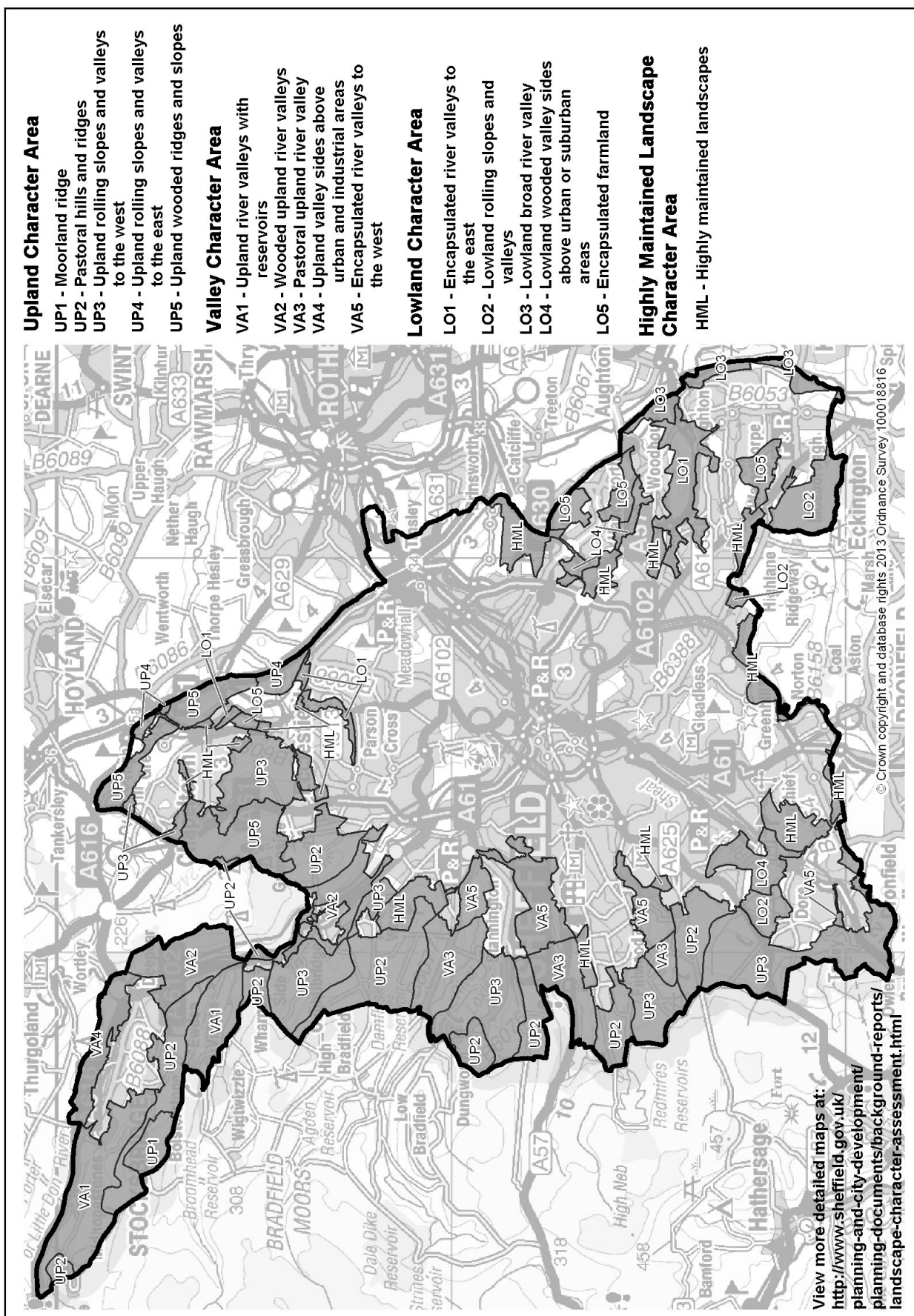
- p. Highly Maintained Landscapes

Where development takes place in Despoiled Land/Fragmented Landscape Areas it should improve the character of the area.

Development on land which is conspicuous from the Peak District National Park should protect and enhance the Park's landscape and scenic beauty and not conflict with its purposes or harm its valued characteristics.

- 9.11** The character areas listed in the policy are those identified by the Sheffield Landscape Character Assessment (see map on next page) and are consistent with the Peak District National Park Landscape Character Assessment. These assessments set out the key features that contribute to the character of each area and they will be used to inform the assessment of planning applications for development in Countryside Areas.
- 9.12** The policy will be applied through the development management process, with consultation with the Peak District National Park Authority as required.

## Landscape Character Areas (see Policy G6B)



**Related policies in this document**

G1	Safeguarding and Enhancing Biodiversity and Features of Geological Importance
G2	The Green Network
G3	Trees, Woodland and the South Yorkshire Forest
G4	Water in the Landscape
G5	Development and Area Character
G6A	Development in Countryside Areas and the Green Belt

**G7 Development and Heritage Assets**

**9.13** The Core Strategy includes the objective of preserving and enhancing buildings and areas that are attractive, distinctive or of heritage value and Core Strategy policy CS74, Design Principles, identifies those features that are particular to Sheffield. In particular it highlights buildings and settlement forms associated with the metal trades, the City Centre, Victorian, Edwardian and Garden City suburbs, historic village centres and the city's rural setting, as being distinctive to the heritage of the city.

**9.14** Policy G5, above, provides further guidance on safeguarding the city's distinctive character and policy G7 below complements this by dealing with the protection and management 'heritage assets' (the general term used in government policy). These include areas, buildings and features that have statutory protection such as Scheduled Ancient Monuments, Listed Buildings, Conservation Areas and Nationally Registered Parks and Gardens. It also includes non-designated heritage assets such as sites of archaeological interest, locally listed buildings, and locally registered historic parks, gardens and cemeteries. It includes previously unidentified heritage assets. Related policies in the Core Strategy are:

CS47	Safeguarding of Open Space
CS73	The Strategic Green Network
CS74	Design Principles

**Policy G7****Development and Heritage Assets**

Heritage assets, including the conservation areas, nationally and locally important historic buildings and landscapes and other heritage features that contribute to the distinct identity of Sheffield, will be conserved by the developer through:

- a. Protection and, where appropriate, restoration and repair of features of heritage significance, using designs, materials, techniques and detailing traditional to Sheffield, consistent with the asset's age and significance; and
- b. Protection and, where appropriate, recording and interpretation of archaeological evidence and retention of remains that help an understanding of how the city has developed or, in the exceptional circumstances that any harm to the remains could be justified, investigation and publication of the resulting evidence; and



- c. Protection of the character and setting of heritage assets, and ensuring that development affecting them respects, enhances or better reveals their significance.

Historic parks, gardens and cemeteries will be protected and their restoration and enhancement will be encouraged. Development should not damage their features, character, appearance, setting or views in or out or prejudice future restoration.

### Definitions

**'Heritage assets'** – see paragraph 9.13 above.

**'Setting'** – the surroundings in which a heritage asset may be experienced.

**'Historic parks, gardens and cemeteries'** – public or private spaces that have an historic layout, landscape or architectural features. They are shown on the Proposals Map and are listed below.

**'Features'** – may include features such as ancillary buildings, sculptures, water features, rockeries, earthworks, paths, seats, railings, walls, industrial artefacts and remains etc.

**'Locally important'** – refers to those heritage assets which are not statutorily protected but which have been identified in the adopted local list of buildings of architectural and historic merit or that would qualify to be included.

- 9.15** Heritage assets associated with the metal trades contribute collectively to an understanding of the distinctive history of Sheffield as an internationally important metal manufacturing city, and as such are especially important. These features are special to Sheffield and contribute to the character and development of the city. The policy applies also to other heritage assets that have played a role in the city's development, including the Sheffield Board Schools, its Victorian and Edwardian suburbs, its civic and church buildings, historic rural settlements, historic parks, gardens and cemeteries and elements of the city's post-war architecture and townscapes.
- 9.16** A 'Local List' of buildings and structures that are valued locally within Sheffield has been compiled. These buildings and structures are non-designated heritage assets. The 'Local List' is a material consideration where development affecting a heritage asset or its setting is proposed in a planning application. In accordance with the National Planning Policy Framework, determination of the application will have regard to the scale of potential harm or loss and the significance of the non-designated heritage asset.
- 9.17** The policy adds to national and Core Strategy policy by giving detail about how conservation and improvement of the historic environment will be managed, particularly through use of historic techniques and materials. This might mean, for example, using stone from redundant quarries when there are no viable alternatives and where biodiversity, geological or archaeological constraints can be overcome, or requiring the use of traditionally manufactured glass. It is important that detailing, design, materials and techniques are consistent with the age, character and original use of the building, as this helps protect the distinctiveness and integrity of the heritage asset.

Similarly, where there are opportunities to reinstate lost, damaged or inappropriately altered features and elements, this improves the way in which the asset is experienced.

- 9.18** Known archaeological sites, including Scheduled Ancient Monuments, are shown on the South Yorkshire Sites and Monuments Record (sometimes referred to as the Historic Environment Record) and can be an indication of previously unknown sites. Scheduled Monuments are those sites recognised as being nationally important and having the highest priority for protection, but archaeological remains of only local importance still warrant conservation, which will be achieved through the development management process.
- 9.19** All archaeological evidence has the potential to enhance our understanding of the development of the city from its earliest origins. Remains within the city's boundary are likely to range in date from the earliest prehistoric period to the industrial period. The planning process has a particular contribution to the protection both of early fragile remains and of more recent remains from when the city was famous for its metal trades and now in areas under pressure for redevelopment.
- 9.20** The conservation of sites will be prioritised according to their significance, with recording only as a last resort. Where archaeological evidence (either from buried features or standing buildings) is recorded as part of the development process, then the knowledge gained will need to be shared to ensure a wide audience benefits. As well as publication of the results of such investigations, opportunities will be sought for on-site interpretation, as part of any new development scheme.
- 9.21** Setting is important as it relates to the context in which a heritage asset can be experienced. Its extent is not fixed, is not limited to its boundary, does not have to be publicly accessible or visible, and may change as the asset and its surroundings evolve. New development that affects the setting of a heritage asset should respect, enhance or better reveal its significance, and positively contribute to protection of the asset.
- 9.22** Sheffield's historic parks, gardens and cemeteries are a distinctive and important characteristic relating to the historic development of the city and provide green lungs for people and wildlife and evidence of the social and cultural life of the city. However, they face a range of threats from development, inappropriate conversion, neglect and vandalism. The policy helps prevent development that would erode or destroy their distinctive character. Nationally registered parks and gardens are designated heritage assets with the highest priority for protection but the policy applies to all sites on the Local Schedule as well as surviving gardens and landscapes associated with Listed Buildings, and previously unidentified historic parks, gardens and cemeteries. The Garden History Society will be consulted on applications affecting sites on the national Register.
- 9.23** Sheffield's heritage assets are a finite resource, which, once lost, cannot be replaced. Substantial harm to or loss of a designated heritage asset is rarely acceptable. The National Planning Policy Framework describes the conditions under which development that would result in substantial harm to or loss of a heritage asset may be approved.

**9.24** The policy will be implemented through the development management process. This will include referring to relevant Heritage Asset Descriptions of Significance where appropriate. These may be contained in Listed Building or Historic Landscape Conservation Plans, Conservation Area Appraisals and Management Plans or Statements of Significance, Supplementary Planning Documents and area-based guidance. A key role of Conservation Area Appraisals is to highlight those elements that are significant to the importance of the area, including, setting, views and vistas, buildings, areas and other specific features. Applications must contain enough information to enable their impact on known and potential heritage assets to be judged.

**Conservation Areas in Sheffield** (by Community Assembly Area and excluding areas in the Peak District)

**Central**

*Birkendale; Broomhall; Broomhill; City Centre; Cultural Industries Quarter; Furnace Hill; General Cemetery; Hanover; Hillsborough Park; John Street; Kelham Island; Northumberland Road; Porter Brook; Well Meadow*

**East**

*Norfolk Road*

**South West**

*Dore; Endcliffe; Fulwood; Ranmoor; Totley; Whirlow*

**South**

*Beauchief Abbey; Beauchief Hall; Greenhill; Norton; Nether Edge; Oakes Park*

**South East**

*Hackenthorpe; Moss Valley (part)*

**Northern**

*Bolsterstone; Brightholmlee; Ecclesfield; Grenoside; Midhopstones; Middlewood Park; Wadsley; Langsett (part)*

**Historic Parks in Sheffield** (by Community Assembly Area and excluding areas in the Peak District)

**Central**

*Chelsea Park; Hillsborough Park; Lynwood; Sheffield Botanical Gardens\*; Weston Park\**

**East**

*Monument Ground\*; Norfolk Heritage Park\**

**North East**

*Abbeyfield Park; Devon Gardens; Firth Park; Longley Park*

**South West**

*Beauchief Garden; Porter Valley Parks\*; Whinfell Quarry Garden\*; Whirlow Brook Park*

**South**

*Graves Park; Meersbrook Park*

**Northern**

*Glen Howe Park*

**Historic Gardens in Sheffield** (by Community Assembly Area and excluding areas in the Peak District)**Central**

Ashdell, Broomhill; Crewe Flats, Broomhill; Hadow House/Pisgah House, Broomhill; Tapton Court, Ranmoor; The Glen, Endcliffe; Woofinden Almshouses, Hunters Bar

**East**

Queens Tower; Shrewsbury Almshouses

**South West**

Clifford House, Whirlow; Dore Moor House, Dore; Moorwinstow, Dore; Mylnhurst, Millhouses; Notre Dame School, Ranmoor; Parkhead Hall, Whirlow; The Towers, Sandygate; Thornbury Hospital, Ranmoor; Whirlow Court, Whirlow; Woodland View, Abbeydale

**South**

Beauchief Hall\*; Cliffe House, Cavendish Road; Cook and Beard Almshouses, Heeley; John Eaton's Almshouses, Norton; Kenwood, Nether Edge; Oakes Park\*, Norton; Spring Leigh, Nether Edge

**South East**

Elmwood, Mosborough

**Northern**

Barnes Hall, Grenoside; former hospital grounds, Wadsley Park Village

**Historic Cemeteries in Sheffield** (by Community Assembly Area and excluding areas in the Peak District)**Central**

General Cemetery\*; Wardsend Cemetery

**East**

City Road Cemetery\*; Tinsley Park Cemetery

**North East**

Burngreave Cemetery\*

**South West**

Rivelin Glen Cemetery; Walkley Burial Ground and Jews Burial Ground

\*Sites included in the Register of Parks and Gardens of Special Historic Interest in England.

**Related policies in this document:**

G5	Development and Area Character
G10	Design Quality

**There is no policy G8 or G9.**



## 10 AREAS THAT LOOK GOOD AND WORK WELL

**10.1** The Core Strategy establishes the key design principles for reflecting Sheffield's distinctive setting and heritage and for transforming its built environment and neighbourhoods (see policy CS74 Design Principles). Because design contributes to meeting all of the Core Strategy's objectives it is covered in several chapters of this document, including:

- B1 City Centre Design – contributing to Serving the City Region
- C2 Residential Design – contributing to Attractive and Sustainable Neighbourhoods
- E3 Design for Streets and Movement – contributing to Movement and Sustainable Transport
- G5 Development and Area Character – contributing to A City with Character.

**10.2** Some specific design requirements are included in the Core Strategy. In particular, policies relating to sustainable design are:

- CS64 Climate Change, Resources and Sustainable Design of Developments
- CS65 Renewable Energy and Carbon Reduction.

**10.3** The policies in the present chapter provide additional guidance to help achieve the Core Strategy objectives for Areas that Look Good and Work Well. Along with the policies outlined above, they help to establish the framework for any more detailed Supplementary Planning Documents.

### G10 Design Quality

**10.4** Core Strategy policy CS74, Design Principles, sets out the design principles for development across the city, outlining the distinctive characteristics that need to be taken into account and the city's objectives for design quality. The Core Strategy also states that new development should contribute to achieving attractive, distinctive neighbourhoods across the city. The following policy is required to provide the specific criteria to achieve this.

#### Policy G10

##### Design Quality

A high standard of design and materials will be expected throughout the city, and an exceptional standard in the City Centre, at key Gateway Locations and for frontages along major Gateway Routes.

All development should, where relevant to the scheme:

- a. provide clear and obvious connections to the surrounding street and pedestrian network; and
- b. ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances; and
- c. create clear distinctions between public and private spaces; and

- d. display architectural quality and express proposed uses through its composition, scale, form, proportions and window pattern and arrangement of materials, colours and details; and
- e. contribute positively to the skyline through an attractive and well detailed roofscape; and
- f. ensure that any neighbouring residents would have a satisfactory outlook and sufficient daylight and not experience problems of overlooking or loss of privacy; and
- g. include a comprehensive and high-quality scheme for hard and soft landscaping, including lighting, for both private and public areas; and
- h. include adequate, appropriately located and well designed facilities and space for refuse storage and collection to enable effective recycling both in residential development and commercial schemes; and
- i. respond to the scale, form, design and materials of any host building.

Public art should form an integral part of the design of all major developments, or, in appropriate circumstances, relate to the wider public realm, or to a feature of community significance.

### Definitions

***'Feature of community significance'*** – such as a park, open space, community facility, monument, memorial, route or local landmark that is valued or well used by people living or working in the local area.

***'Gateway routes'*** – as identified in policy CS75 of the Core Strategy.

***'Gateway locations'*** – key entrance points into the City Centre, as follows:

*Corporation Street/Gibraltar Street  
Wicker  
Parkway  
Queens Road/St Mary's Road  
St Mary's Road/Bramall Lane  
St Mary's Gate/London Road  
St Mary's Gate/Moore Street  
Glossop Road/West Street  
Brook Hill  
Shalesmoor*

***'Public art'*** – permanent or temporary works in a location that is visible and/or used by the public, which are high quality and durable, undertaken by artists, craftspeople or creative professionals.

***'Sufficient daylight'*** – daylight levels in accordance with the Building Research Establishment's Environmental Assessment Method (BREEAM).

**'Host building'** – an existing building of which the new development forms part.

**'Major developments'** – as defined for purposes of development management.

- 10.5** One of planning's main roles is to guide changes in Sheffield's physical appearance and to ensure that design across the city is of high quality. Achieving a well designed arrangement of buildings and the proper definition of spaces contributes towards the Core Strategy objectives for attractive, inclusive and sustainable neighbourhoods.
- 10.6** The topography of the city means that the roofscape and skyline is of particular importance, as it can be viewed from a higher position and experienced over long distances. The topography also creates specific challenges in ensuring that development does not lead to unacceptable loss of daylight through overshadowing.
- 10.7** The introduction of strong and well detailed landscaping within developments will help to reinforce the green character of much of Sheffield.
- 10.8** Public art is intrinsic to creating or reinforcing an identity for a development or area and need not be a significant additional cost to developers. Throughout the city it can help realise a more distinctive focus for development, reinforcing neighbourhood character and adding value to projects. The process of public art can also be an important way of involving communities in the development in their area. The extent of the public art component of a particular proposal will depend on the nature and scale of the development and reflect the requirement for economic viability.
- 10.9** The policy will be implemented through area regeneration initiatives and the development management process, taking into account national guidance such as *Secured by Design* and *Designing out Crime*. Further detailed design guidance may be set out in Supplementary Planning Documents. Significant applications that are of strategic importance or that demonstrate best practice will be referred to the Sustainable Development and Design Panel. The Conservation Advisory Group and the Access Liaison Group will also be consulted on significant applications.
- 10.10** The integration of public art into development will be delivered through the early involvement of appropriate artists, craftspeople and creative professionals in the wider regeneration process and by involving local communities.

**Related policies in this document:**

- |    |   |
|----|---|
| C1 | Access to Local Services and Community Facilities in New Residential Developments |
| C2 | Residential Layout, Space Standards and Accessible Housing                        |
| E3 | Design for Roads and Movement   |

## **G11 Tall Buildings and Views**

- 10.11** Core Strategy policy CS76, Tall Buildings in the City Centre, outlines the broad spatial considerations and guiding principles for the location of tall buildings. Views are an important part of this. Policy CS76 also recognises that there is a link between tall buildings and the vision for the distinctive Quarters that, together, comprise the City Centre (see policy B1). The policy and table below are needed to explain what constitutes a tall building in the different contexts of each Quarter, outline related design requirements and set out key views.



## Policy G11

### Tall Buildings and Views

Tall buildings should be of exceptional architectural quality and should:

- a. contribute to the skyline of the city from all angles through the design and form of the roof top; and
- b. include an active ground floor with entrances on principal elevations that relate well to surrounding spaces, pedestrian routes and buildings, and
- c. not create unacceptable overshadowing, reflection or impacts on the microclimate of the surrounding area; and
- d. not detract from the following key views on approaches to the City Centre or other significant views within the Quarters that are set out in the table below:
  - i. the Anglican Cathedral, Town Hall, Telegraph House and St Vincent's Church from Penistone Road
  - ii. Town Hall and cathedrals from Savile Street, Spital Hill and Wicker
  - iii. Town Hall and cathedrals from the Parkway
  - iv. St. Vincent's Church from Western Bank
  - v. the City Centre from Granville Road.

### Definitions

**'Tall Building'** – a building that is substantially higher than its context or one that will shape the city's skyline. The context across the city varies, and is identified in the table below for each City Centre Quarter.

**'Active ground floor'** – having doors, entrances and windows into the ground floor to provide interest and surveillance at pedestrian level.

**'Key views'** – views and vistas to identifiable landmarks that help to identify location and direction of travel.

**'Significant views'** – views within or beyond Quarters, or beyond the City Centre to surrounding ridges, valleys or neighbourhoods, as identified in the table below.

## Context for Tall Buildings and Significant Views and Settings in the City Centre Quarters

City Centre Quarters	Prevailing context within Quarter	Significant views and settings/opportunities to open up significant views
Cathedral Quarter	3-4 storeys	<b>Views:</b> Campo Lane to Pye Bank; Hawley Street to St Vincent's/Crookes <b>Setting:</b> Anglican Cathedral
Heart of the City	2-5 storeys	<b>Settings:</b> Civic buildings: Central Library, City Hall, Victoria Hall Methodist Church, Lyceum Theatre, Town Hall, St Marie's Cathedral, Winter Garden <b>Opportunity:</b> West Street to St Vincent's and Upper Don Valley
Kelham/ Neepsend	2-5 storeys	
Castlegate/ Victoria Quays	5-6 storeys	
Cultural Industries Quarter	3-5 storeys	
Devonshire Quarter	2-5 storeys	<b>View:</b> Division Street to Town Hall tower
St George's	2-4 storeys	<b>View:</b> Leavygreave Road to Sheffield University campus
The Moor	3-4 storeys except for 7-10 storeys around Charter Row and 5-8 storeys around Eyre Street	<b>Views:</b> Fitzwilliam Street, Devonshire Green to St Mary's Church <b>Opportunity:</b> Trafalgar Street to St Mary's Church; Connect The Moor to London Road
Sheaf Valley	4 storeys	<b>Views:</b> Parkway to St Marie's Cathedral, Town Hall, Victoria Hall Heart of the City to Norfolk Park and Skye Edge
West Bar	6 storeys	<b>View:</b> Corporation Street to City Centre ridge
Wicker/ Riverside	6 storeys	<b>Views:</b> Wicker to the City Centre

**10.12** The unique topography of Sheffield, with the City Centre located on a ridge and surrounded by a series of hills and valleys, creates particular challenges for the development of tall buildings. It results in extensive views of the City Centre from points around the city, with buildings being seen from some considerable distance. The raised parts of the City Centre also provide a series of strategic views from within the centre to the surrounding hills, which is a distinctive feature of Sheffield. Tall buildings need to be located so that the defining characteristics of these views are maintained.

**10.13** The different Quarters within the City Centre have different design characteristics and requirements, as outlined in Policy B1, City Centre Design. A single definition of tall buildings is inappropriate for the Centre as a whole, so the policy proposes a sliding threshold for different parts of the City Centre to determine the level at which a detailed tall building assessment will be required.

**10.14** Tall buildings play an important role in forming the image and visual identity of the city. Their location is also important to ensure that the important and identifiable landmarks that define the city are clearly visible. Sometimes, the views themselves may not be

regarded as visually attractive but are essential for orientation and navigating around the city.

**10.15** The views from the City Centre to surrounding areas and into and across the Centre are an essential aspect of the city's character. Views of the Centre from surrounding ridges may be quite dramatic whilst views out of the Centre allow people to connect with the surrounding green spaces and also help in orienting and navigating about the city. Views, vistas and opportunities have been identified in the table above that should be retained because of their character or to make connections.

**10.16** Implementation will be informed by a Supplementary Planning Document that will set out in more detail the implications of this policy and the Core Strategy policy relating to tall buildings. Developers will also be required to submit a statement as part of the Design and Access Statement that sets out the rationale for the building and its location.

**Related policies in this document:**

B1	City Centre Design
D1	Inclusive Design in Public Buildings and Workplaces
G5	Development and Area Character
G10	Design Quality

### **G13 Shop Front Design**

**10.17** Shop fronts are a particularly visible feature of the city and their design and quality can have a significant effect on the character and appearance of a building, street or area. In turn, this can affect how successful the business is and influence how the area functions and how safe people feel there. More specifically, high quality shop fronts help to deliver Core Strategy policies:

CS74	Design Principles
CS75	Improvements to Gateway Routes into and through the City

## **Policy G13**

### **Shop Front Design**

Shop fronts, including replacement shop fronts, should be designed so that:

- a. they respond positively to the context and architectural composition of the building as a whole and integrate features from upper floors through to ground level; and
- b. they respond to the overall character of the street scene; and
- c. they retain existing traditional features such as stall risers, transoms and pilasters; and
- d. the fascia is in proportion to the shop front and the building and adjacent buildings; and

- e. transparent glazing is used as much as possible on all windows and doors of principal elevations including upper floors where they are in use.

Roller shutters will not be accepted within the City Centre and District Centres or along defined priority pedestrian routes within the city.

Outside these areas, where roller shutters are shown to be necessary, they should:

- f. have the shutter box set within the building so that the fascia is flush to the main elevation of the building; and
- g. integrate guide rails behind pilasters; and
- h. adopt either an open lattice or a colour-coated, perforated, pierced or punched shutter.

### Definitions

**'Stallriser'** – the panels below a cill, providing additional protection for shopfront glazing.

**'Pilaster'** – the column either side of the shopfront, supporting the fascia.

**'Transom'** – horizontal glazing bars breaking up a larger window, generally lining through with the top of the door.

**'Priority pedestrian routes'** – routes defined in the Core Strategy, policy CS54.

- 10.18** The criteria of the policy aim to ensure that shopfronts respond to the building and street of which they are part. This requires attention to be paid to overall proportions and matters of detail that can have a more-than-proportionate impact on the appearance of the shop.
- 10.19** Shops along prominent and well used routes should be designed to encourage movement and to help create a safe environment. This can be achieved by being attractive, inviting and encouraging interaction between occupiers and passers by. By contrast, security shutters and blocked windows have a deadening effect on a building, detract from the sense of vitality of the area and have a generally unpleasant impact on the street scene and the appeal of businesses there.
- 10.20** The policy provides for the security requirements of businesses but by allowing displays of goods still to be visible it contributes to the attractiveness of the centre for all who use it. Transparent glazing helps to reduce energy consumption through reliance on artificial lighting.
- 10.21** The policy will be implemented through the development management process. Detailed design guidance may be set out in Supplementary Planning Documents on aspects of Design.

#### **Related policies in this document:**

- D1 Inclusive Design in Public Buildings and Workplaces
- G10 Design Quality

## G14 Advertisements

**10.22** Advertisements and signs can, if well designed, contribute to a sense of vitality in the city. It is important that their scale, proportions, position and illumination are carefully designed so that they do not detract from the building or area in which they are situated. Proposals should support objectives and policies of the Core Strategy for design quality, particularly:

- CS74 Design Principles
- CS75 Improvements to Gateway Routes into and through the City.

### Policy G14

#### Advertisements

In all cases, advertisements that require advertisement consent should be located and designed so that they:

- a. respond to the character and appearance of the area and the street; and
- b. are in scale with the architectural composition of the building; and
- c. respect, are in harmony with and do not cut across or obscure the architectural features of the building; and
- d. use, where necessary, a type and method of illumination that is appropriate to the building and the area; and
- e. provide, where necessary, associated landscaping, fencing and screening; and
- f. do not lead to an excessive, cluttered or uncoordinated display that would detract from the appearance of the building, site or locality; and
- g. do not create risks for public safety.

In addition, the following is applicable to specific types of advertisement:

- h. large banner advertising hoardings will not be acceptable in Conservation Areas or Housing Areas, or in or against open spaces, Countryside Areas, or the Green Belt, except where they form a temporary screen to building works.
- i. internally illuminated fascia signs will not be permitted on shopfronts in Conservation Areas and will be discouraged in other areas.
- j. building wraps will not be acceptable within Housing Areas, except for temporary periods as a screen to building works.

## Definitions

***'Conservation Areas' and 'Housing Areas' – as shown on Proposals Map.***

- 10.23** The policy applies similar principles to advertisements to those required of buildings so ensure a consistent approach to the street scene. It reflects the greater sensitivity of some areas where large advertisements would be out of keeping with their character.
- 10.24** The policy will be implemented through the development management process. Detailed design guidance may be set out in Supplementary Planning Documents on aspects of Design.

**Related policies in this document:**

- G10 Design Quality  
G13 Shopfront Design



## PART 2: CITY-WIDE POLICY AREAS



## 11 LAND USES IN POLICY AREAS

- 11.1** The overall spatial strategy of the Core Strategy is expressed in broad terms that can be shown on a Key Diagram. But, it still needs to be translated locally in terms of specific areas and boundaries that can be defined on an Ordnance Survey base. The implications of the spatial strategy at a more local level are shown on the Proposals Map using a system of *policy areas*. A policy area normally has a preferred land use, which will be dominant and which will determine the general character of the area. The preferred, dominant use reflects the spatial policies of the Core Strategy. These uses include, for example, offices, manufacturing and distribution, shops and housing.
- 11.2** It is recognised that it is not desirable or sustainable for these policy areas to be taken up exclusively by single uses. So, for each area there is a menu of land uses that would also be acceptable. This might be because they support the preferred use (e.g. community facilities in a Housing Area) or because they would be compatible with the preferred use and cause no harm for it (e.g. hotels in a Housing Area). Including a range of other acceptable uses is consistent with national planning policy, which encourages a mixing of uses in order to create more vibrant communities and enable sustainable patterns of development that reduce the need to travel.
- 11.3** Sometimes it is clear that certain land uses would be incompatible with the preferred use and these are explicitly identified as being unacceptable (e.g. open storage in a Housing Area). Identifying clearly unacceptable uses gives greater certainty to developers and occupiers than simply leaving them to be determined on their merits. However, in other cases it would remove necessary flexibility to prescribe the acceptability or otherwise of a particular land use. In these cases it is better to leave the decision to be made on its merits as specific proposals are put forward.
- 11.4** For each policy area, therefore, a menu of preferred, acceptable and unacceptable uses is presented and these are the same wherever that policy area is designated in the city. The types of land use are from the classification used by the Government for deciding when planning permission is needed.
- 11.5** In some cases a preferred use is not specified. This occurs where it is not critical to secure a particular dominant use, especially where it is important to achieve regeneration of an area. It would then be preferable for the masterplanning process to determine the precise mix and distribution of land uses.
- 11.6** The policy area system provides a way of managing the relative emphasis on certainty and flexibility. A spectrum of uses can be identified as follows, in which certainty is qualified by increasing flexibility:
- Traditional site allocations (see policy J1 below) in which sites are safeguarded for a single use to help guarantee meeting a citywide requirement (e.g. for housing)
  - Policy areas in which a high proportion is required for the preferred use
  - Policy areas in which it is sufficient for a simple majority of the area to be taken by the preferred use
  - Policy Areas in which the preferred use is the largest single use without having to occupy more than half the area
  - Policy Areas with a range of acceptable uses but no preferences are specified
  - Areas where no uses are specified.

**11.7** By listing preferred, acceptable and unacceptable uses, the policy provides a basic framework for considering planning applications. But, as a broad statement of principle, it does not remove the need to consider and weigh other statutory policies and relevant material considerations in reaching planning decisions. So, this does not mean that a use described as being acceptable must always be approved or that one described as unacceptable must always be refused. Some uses are shown as being considered on their merits. This is an 'amber light' status where other considerations need to be taken into account before deciding whether a proposal is acceptable in principle. One such consideration is the sequential test for uses where priority is given to locations in centres (see national policy and policy B3).

**11.8** There are 20 types of policy area:

- Business and Industry Areas (5 types, two of which have no preferred use)
- Flexible Use Areas (no preferred use)
- City Centre Cultural Hub
- Shopping Areas (5 types)
- Institution Areas (2 types)
- Housing Areas (2 types)
- Waste Management Areas (no uses specified)
- Open Space Areas (no uses specified)
- Countryside Areas: Green Belt (no uses specified)
- Countryside Areas: non-Green Belt (no uses specified).

**11.9** These areas are shown on the Proposals Map. A fuller description is given below after paragraph 11.13. The operation of the policy areas is summarised in the policy below.

## **Policy H1**

### **Land Uses in Policy Areas**

Development proposals in the policy areas shown on the Proposals Map will be decided in accordance with the preferred, acceptable and unacceptable uses as shown in Table H1 below. Development proposals for uses not specified in Table H1 will be decided on their individual merits but new development should not cause the preferred land uses as defined in Table H1 not to be dominant.

In areas with preferred uses, these uses should be dominant but, subject to this, development for other acceptable or unspecified uses will be permitted. Exceptions may be made where:

- a. it involves development of a small site and the physical characteristics of the site make achievement of the required proportion of preferred use(s) impractical; or
- b. there are significant regeneration or other benefits arising from the proposal.

## Definitions

**'Preferred' uses** – uses which determine the distinctive character and role of the policy area.

**'Acceptable' uses** – uses which are ancillary to the preferred uses or compatible with the character and role of the policy area.

**'Unacceptable' uses** – uses which are incompatible with the character and role of the policy area.

**'Required level of dominance'** – for most policy areas, this means at least the minimum for the preferred use(s) specified in Table H1. Exceptions are identified in the footnotes.

**'Small site'** – for this policy, usually less than 0.5 hectares.

- 11.10** Area Action Plans, master plans and planning briefs for individual sites, will be used to promote the preferred and acceptable uses in the policy areas. Site allocations for specific uses (see policy J1, below) will also be used to ensure that land is safeguarded to meet citywide requirements and development is consistent with the character of each policy area.
- 11.11** The level at which the preferred use should be dominant is defined in Table H1 below. For most policy areas, the assessment of dominance will be based on the land area covered by development but the total gross floorspace in the area will be used to assess dominance in Priority Office Areas, Business Areas and Central Housing Areas. Where the minimum requirement for a preferred use is less than 50% it should still be the principal individual use.
- 11.12** The assessment of dominance will take account of existing and committed development. The areas for assessment will be up to 10 hectares unless there are significant regeneration or other benefits from varying it. The areas will be defined using major physical barriers, where appropriate (including rivers, the Canal, railways and major roads), but, where there are no recognised features, it will be defined in consultation with the developer. If the whole policy area is less than 10 hectares, the assessment will be based on the whole area.
- 11.13** In managing the relationship between preferred and acceptable uses, the following principles will apply:
- Where competing proposals for preferred and acceptable uses each satisfy the policy criteria, the preferred status of one is not a basis for refusing the other
  - Whilst a particular use may be preferred in an area, if there is no prospect of such development coming forward on a specific site within it, then an otherwise acceptable use will not be refused simply because it is not preferred.

### **Related policies in this document:**

J1 Development on Allocated Sites

Table H1 Characteristics and Land Uses in the Policy Areas

Policy Area	Characteristics (and relevant Core Strategy Policies)	Preferred Use(s) and their minimum levels	Other Acceptable Use(s)	Unacceptable Use(s)
Priority Office Area	Concentrations of large-scale and high-density office development. (Core Strategy policies CS4 and CS17)	<ul style="list-style-type: none"> <li>Offices (B1a)</li> </ul> <p>At least 60% of the gross floorspace in the area</p>	<ul style="list-style-type: none"> <li>Decided on merits</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Business Area	Concentrations of employment uses appropriate to central and edge-of-centre locations. This could include office development though demand means this would be much less intensive than in Priority Office Areas. (Core Strategy policies CS3, CS7, CS11 and CS17)	<ul style="list-style-type: none"> <li>No preferred uses</li> </ul> <p>However, required uses will be identified on allocated sites in strategic locations (e.g. for retail warehouses)</p>	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(1)</sup></li> <li>Office (B1a)<sup>(3)</sup></li> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Community facilities (D1)</li> <li>Leisure and recreation facilities (D2)<sup>(15)</sup></li> </ul> <p>Residential uses (including any student accommodation and hostels) to cover not more than 40% of the gross floorspace in the area.</p>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Business and Industrial Area	Concentrations of non-office business, industry and warehouses/ storage. (Core Strategy policies CS5, CS7, CS8, CS9, CS10, CS11, CS12, CS13, CS32, CS33)	<ul style="list-style-type: none"> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> <li>General industry (B2)</li> <li>Warehouses and storage (B8)<sup>(2)</sup></li> </ul> <p>Preferred uses to cover at least 70% of the area</p>	<ul style="list-style-type: none"> <li>Office (B1a)<sup>(3)</sup></li> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> </ul>	<ul style="list-style-type: none"> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Houses in multiple occupation (C4)</li> </ul>
Industrial Area	Concentrations of industry and warehouses/ storage (Core Strategy policies CS5, CS7, CS8, CS9, CS10, CS11, CS12, CS13, CS32 and CS33)	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)<sup>(4)</sup></li> </ul> <p>Preferred uses to cover at least 70% of the area</p>	<ul style="list-style-type: none"> <li>Office (B1a)<sup>(3)</sup></li> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> </ul>	<ul style="list-style-type: none"> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Houses in multiple occupation (C4)</li> </ul>

Policy Area	Characteristics (and relevant Core Strategy Policies)	Preferred Use(s) and their minimum levels	Other Acceptable Use(s)	Unacceptable Use(s)
General Employment Area	Mix of employment and other non-housing uses with no preferences.(Core Strategy policies CS5 and CS15)	<ul style="list-style-type: none"> <li>No preferred uses</li> </ul>	<ul style="list-style-type: none"> <li>Office (B1a)<sup>(3)</sup></li> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>	<ul style="list-style-type: none"> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Houses in multiple occupation (C4)</li> </ul>
City Centre Cultural Hub <sup>(6)</sup>	Concentration of arts and cultural facilities in City Centre.(Core Strategy policy CS19)	<ul style="list-style-type: none"> <li>Community facilities (D1)<sup>(6)</sup></li> <li>Leisure and recreation facilities (D2)<sup>(6)</sup></li> </ul> <p>Preferred uses to cover at least 50% of the area</p>	<ul style="list-style-type: none"> <li>Shops (A1)</li> <li>Financial and professional services (A2)</li> <li>Restaurants and cafes (A3)</li> <li>Drinking establishments (A4)</li> <li>Offices (B1a)<sup>(7)</sup></li> <li>Hotels (C1)</li> <li>Housing (C3)<sup>(7)</sup></li> </ul>	<ul style="list-style-type: none"> <li>Hot food take-aways (A5)</li> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> <li>Residential institutions (C2)</li> </ul>
Central Shopping Area (including Central Primary Shopping Area)	Concentration of shops.(Core Strategy policies CS14 and CS17)	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(8)</sup></li> </ul> <p>At least 70% of the street frontage in the Primary Shopping Area and 50% of the street frontage in main shopping streets elsewhere in the Central Shopping Area, as in policy B2</p>	<ul style="list-style-type: none"> <li>Financial and professional services (A2)<sup>(9)</sup></li> <li>Restaurants and cafes (A3)<sup>(9)</sup></li> <li>Drinking establishments (A4)<sup>(9)</sup></li> <li>Hot food take-aways (A5)<sup>(9)</sup></li> <li>Offices (B1a)<sup>(7)</sup></li> <li>Hotels (C1)<sup>(10)</sup></li> <li>Housing (C3)<sup>(7)</sup></li> <li>Community facilities (D1)</li> <li>Leisure and recreation facilities (D2)<sup>(11)</sup></li> </ul>	<ul style="list-style-type: none"> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> <li>Residential institutions (C2)</li> </ul>
District Centre	Providing more local concentrations of food and non-food shops, leisure and community facilities for parts of the city.(Core Strategy policies CS13, CS32, CS33, CS34, CS35, CS36, CS37 and CS38)	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(12)</sup></li> <li>Community facilities (D1)</li> </ul> <p>At least 50% of the street frontage in the centre as in policy C4</p>	<ul style="list-style-type: none"> <li>Financial and professional services (A2)</li> <li>Restaurants and cafes (A3)</li> <li>Drinking establishments (A4)</li> <li>Hot food take-aways (A5)</li> <li>Offices (B1a)<sup>(13)</sup></li> <li>Hotels (C1)</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>

Policy Area	Characteristics (and relevant Core Strategy Policies)	Preferred Use(s) and their minimum levels	Other Acceptable Use(s)	Unacceptable Use(s)
Neighbourhood Centre	Providing a basic range of shops and services within walking distance.(Core Strategy policy CS39)	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(12)</sup></li> <li>Community facilities (D1)</li> </ul> <p>At least 50% of the street frontage in the centre as in policy C4</p>	<ul style="list-style-type: none"> <li>Housing (C3)<sup>(7)</sup></li> <li>Leisure and recreation facilities (D2)</li> <li>Financial and professional services (A2)</li> <li>Restaurants and cafes (A3)</li> <li>Drinking establishments (A4)</li> <li>Hot food take-aways (A5)</li> <li>Offices (B1a)<sup>(13)</sup></li> <li>Hotels (C1)</li> <li>Housing (C3)<sup>(7)</sup></li> <li>Leisure and recreation facilities (D2)</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Meadowhall Shopping Centre	Existing out-of-centre retailing and leisure. To remain at around its present size.(Core Strategy policies CS7, CS14)	<ul style="list-style-type: none"> <li>No preferred uses</li> </ul>	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(14)</sup></li> <li>Financial and professional services (A2)<sup>(14)</sup></li> <li>Restaurants and cafes (A3)<sup>(14)</sup></li> <li>Drinking establishments (A4)<sup>(14)</sup></li> <li>Hot food take-aways (A5)<sup>(14)</sup></li> <li>Offices (B1a)</li> <li>Community facilities (D1)</li> <li>Leisure and recreation facilities (D2)<sup>(14) (15)</sup></li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Houses in multiple occupation (C4)</li> </ul>
University/ College Area	Core teaching areas for universities and Sheffield College.(Core Strategy policies CS17 and CS20)	<ul style="list-style-type: none"> <li>Research and development (B1b)</li> <li>Community facilities (D1)</li> </ul> <p>Preferred uses to cover at least 50% of the area</p>	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(17)</sup></li> <li>Offices (B1a)<sup>(3)</sup></li> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Hospital Area	Core areas for major hospitals.	<ul style="list-style-type: none"> <li>Research and development (B1b)</li> <li>Residential institutions (C2)</li> </ul> <p>Preferred uses to cover at least 50% of the area</p>	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(17)</sup></li> <li>Offices (B1a)<sup>(3)</sup></li> <li>Housing (C3)</li> <li>Community facilities (D1)</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>

Policy Area	Characteristics (and relevant Core Strategy Policies)	Preferred Use(s) and their minimum levels	Other Acceptable Use(s)	Unacceptable Use(s)
Housing Area	Residential areas.(Core Strategy policies CS6, CS24, CS27, CS28, CS29, CS30, CS31, CS32 and CS33)	<ul style="list-style-type: none"> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> </ul> Preferred uses to cover at least 70% of the area	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(1)</sup></li> <li>Offices (B1a)<sup>(3)</sup></li> <li>Open Space</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Central Housing Area	Housing preferred but as part of a mix of uses. Employment and service uses that are compatible with residential use are also acceptable.(Core Strategy policies CS17, CS23 and CS27)	<ul style="list-style-type: none"> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> </ul> Preferred uses to cover at least 30% of the gross floorspace in the area	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(1)</sup></li> <li>Offices (B1a)</li> <li>Open Space</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Flexible Use Area	Mix of housing and other non-industrial uses which are compatible with residential use.(Core Strategy policies CS6, CS17, CS27, CS28, CS29, CS30, CS32 and CS33)	<ul style="list-style-type: none"> <li>No preferred uses</li> </ul>	<ul style="list-style-type: none"> <li>Shops (A1)<sup>(1)</sup></li> <li>Office (B1a)<sup>(3)</sup></li> <li>Research and development (B1b)</li> <li>Light industry (B1c)</li> <li>Hotels (C1)</li> <li>Residential institutions (C2)</li> <li>Housing (C3)</li> <li>Open Space</li> </ul>	<ul style="list-style-type: none"> <li>General industry (B2)</li> <li>Warehouses and storage (B8)</li> </ul>
Waste Management Area	Energy from waste and landfill areas.(Core Strategy policy CS69)	Development proposals will be determined in accordance with policy F2 and Core Strategy policy CS68		
Open Space Area	Open space within the main built-up areas.(Core Strategy policy CS47)	Development proposals will be determined in accordance with Core Strategy CS47		
Countryside Areas (Green Belt and non-Green Belt Areas)	Open countryside and other open land outside the existing main built-up areas.(Core Strategy policies CS71 and CS72)	Development proposals will be determined in accordance with policy G6A and the National Planning Policy Framework. There is a presumption against inappropriate development in the Green Belt.		

- (1) Only small convenience shop development (<200 sq.m. gross floor area) that is associated with existing or proposed housing (unless development permitted through the application of the tests of acceptability set out in national policy and policy B3)
- (2) Excluding open storage as a 'preferred use' though it would still be decided on its merits
- (3) In locations set out in Core Strategy policy CS3 – otherwise small-scale only (less than 250 sq.m.)
- (4) Excluding open storage as a 'preferred use' though it would still be an 'acceptable use'
- (5) Policy B2 explains the circumstances under which changes of use from cultural facilities, as defined at policy B2, will be allowed

- (6) Preferred D1 and D2 Uses are those included in the definition of cultural facilities shown in policy B2. Other uses in the D1 and D2 classes will be decided on their merits
- (7) Except at street level frontages – see policy C4
- (8) Major non-food shop development would be unacceptable if it prejudiced or delayed the New Retail Quarter
- (9) In the Primary Shopping Area, if it contributes to its vitality and viability – see policy B2
- (10) Except at street level frontages
- (11) Only those town centre uses listed in the National Planning Policy Framework, paragraph 23
- (12) Of appropriate scale – see policy C4
- (13) If small-scale and not at street-level frontage. Larger-scale office development determined on merits
- (14) Provided that the shopping centre remains at around its present size – see Core Strategy Policy CS7
- (15) For town centre uses listed in the National Planning Policy Framework, paragraph 23, subject to sequential approach referred to in policy B3.





## PART 3: SITE ALLOCATIONS

## 12 GENERAL SITE ALLOCATIONS POLICY

### J1 Development on Allocated Sites

**12.1** Site allocations are one of the range of spatial policy tools described in the preceding chapter on policy areas. They are proposed to increase certainty about the future of land, indicating where it is proposed that development takes place and, in most cases, what land use would be required there.

**12.2** Where a particular use or use(s) are both justified and deliverable the allocation of sites gives certainty to landowners, developers, neighbours and others about how it will be used. This certainty helps to provide assurance that land will be set aside to meet the citywide requirements in Core Strategy policies:

CS1	Land for Employment and Economic Development
CS22	Scale of the Requirement for New Housing

These Core Strategy policies indicate that a five-year supply of deliverable sites for housing and a five-year supply of land for offices and industry (which is available and free of major constraints, or could become so during the period) will be maintained at all times. They also indicate that sufficient land will be allocated for housing to last until at least 2020/21 and a 10-year supply of employment land will also be allocated.

**12.3** Assessments of the total supply of land to meet citywide requirements should always take account of all potential development sites, whether or not they are allocated. Whilst allocations will always form the core of the land supply other potentially available development sites will need to be considered, taking account of their policy area and other evidence as to whether they are available and free of major constraints, or could become so during the period. Information about such sites will be updated regularly through the Strategic Housing Land Availability Assessment and the Business and Industry Land Survey.

**12.4** Sites may also be allocated where there is local case for requiring a particular use. This might be because of a prominent location or to meet a local need or opportunity (e.g. reserving land for local shops or community facilities).

**12.5** There are some development sites in the city where it is not necessary or appropriate to require a specific land use and where the flexibility already allowed in the policy area menus should apply. This might be because:

- it is more important to achieve regeneration in an area by a range of means than to secure a particular land use
- the policy emphasis does not require specific uses to dominate (as in Flexible Use and General Employment Areas)
- there is insufficient evidence that the development site would be released for the use that is preferred on planning grounds and a required-use allocation would give a spurious sense of certainty about future use
- the site has an existing planning permission for a use that we would not propose for allocation (in the event that the permission lapses the menu of preferred and acceptable uses in the policy area would be used to inform future decisions).

- 12.6** So, some of these sites are shown as allocations, but without required land uses. Allocation means that their status as development sites needs to be taken into account in infrastructure providers' plans. But the types of development and their proportions will be determined through policy H1 with its ranges of preferred and acceptable uses. Some are referred to as 'preferred use' allocations, where the preferred land use for the policy area in which the allocated site is located still applies. In some policy areas there is no preference and allocations in these areas are referred to as 'flexible' allocations. Either way, their allocated status and menus of uses associated with their policy area will give a steer to infrastructure providers. At the same time, it will also ensure a degree of flexibility and mixing of uses when decisions are made about development.
- 12.7** The general policy for site allocations is set out in policy J1 below and then each specific site is presented in the following chapters. The locations are mapped and listed at the end of Chapter 1. Allocations must be both justified and deliverable and the entry for each site outlines the Justification for allocating and indicates how it is likely to be implemented. Some sites already have planning permission and allocation is proposed in order to safeguard the land in the event that the permission is not actually taken up. Where a permission has expired the previous granting of permission should not be taken as evidence that the site is still suitable for that use and the new policies should always be taken into account.

## Policy J1

### Development on Allocated Sites

On allocated sites:

- a. required uses should cover at least 80% of the site area or, in the case of Office Sites, make up at least 60% of the gross floorspace, and the ancillary uses should conform to the provisions for acceptable and unacceptable uses for the policy area in which the site is located; and
- b. where specific uses are not stated as being required, the mix of uses should conform to the provisions for the policy area within which the site is located unless the allocation states otherwise.

### Definitions

**'Allocated sites'** – as identified on the Proposals Map.

**'Required uses'** – uses indicated as required in the specific site allocations in chapters 13-23 below.

**'Gross floorspace'** – the total internal floor space of the building but excluding balconies, roof gardens and ancillary covered car parking or garages.

**'Site area'** – this includes car parking associated with the use of the site.

- 12.8** The policy aims to ensure that sufficient land is safeguarded to meet predicted future development needs. The required use takes precedence over the usual dominance considerations in policy H1. However, it does allow small proportions of land to be developed for other uses so that local facilities and services can be provided close to where people live or work. In the case of Office Sites the proposed margin of 30% for other uses would make it possible to include some housing to make the development profitable or to allow other uses at ground level to make the streets more lively and attractive.
- 12.9** The policy will be implemented, where appropriate, through the preparation of master plans and site specific planning briefs. The City Council will work with landowners, infrastructure providers and developers to secure the infrastructure needed for the development of certain sites and, where appropriate, enter into legal agreements with developers. A significant number of the Housing Sites are owned by the City Council and the Sheffield Housing Company (a partnership between the City Council and private house builders) has been established to enable the development of a substantial proportion of these sites.
- 12.10** The **individual allocations** are set out in the following chapters based on the Core Strategy areas and shown on the Proposals Map. Information is provided using a standard format and in the following order:
- Office Site – required use: offices (B1a)
  - Business Site – required uses: offices (B1a) or research and development (B1b) or light industry (B1c)
  - Business or Industrial Site – required uses: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate)
  - Industrial Site – required uses: (general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8)
  - Retail Site – required use: shops (A1)
  - Housing Site – required uses: housing (C3) or residential institutions (C2) – C4 would be acceptable subject to Core Strategy policy CS41)
  - Waste Management Site – required use: specified waste management facilities
  - Mixed Use Site (where there is a required mix of two or more uses which is specified – each use takes up more than 10% of the floorspace or site area)
  - Open Space Site
  - Park and Ride Site.

Allocations without required uses (for example, in Flexible Use and General Employment Areas) are grouped after those where the requirement is specified.

- 12.11** The status of allocation does not mean that there are no further **conditions** to development. All allocations will be subject to the provisions of the citywide policies in this document and of the criteria, where specified, in the Core Strategy. These include conditions relating, for example, to accessibility, travel plans, living conditions, design, area character, heritage assets, natural features and biodiversity. The chapters below on each allocation identify more specific conditions that are necessary as a result of local circumstances. They are not intended to be exhaustive and are without prejudice to what might be identified when a planning application is submitted.

**12.12** To save duplication, **the justifications** deal only with what is distinctive to the particular site or its area. They omit reasons that are common to most or all allocated sites, for example:

- The allocation is needed to meet the citywide requirement (if it is not, the local Justification will be given)
- The site is on brownfield land (if it is not, the reason for allocating greenfield land is given)
- The use is the preferred one in its policy area (if it is not, the reason will be given)
- The site is vacant (but it will be indicated if it still has buildings on it)
- The use specified is the only realistic option (but reasons will be given briefly where there was a strong case for a different use).

**12.13** The amount of evidence on how sites would be **delivered** varies considerably but the supporting text outlines the main current indications, and includes information from landowners where appropriate, following a consultation on sites under consideration for allocation. A broad indication is given of when completion is expected but this will always need checking in the light of the most recent monitoring information, e.g. in the Strategic Housing Land Availability Assessment.

### Scale of Allocations for Housing

**12.14** It is acknowledged that the allocations proposed for housing are not sufficient at present to meet the full requirement that is set out in the Core Strategy (policy CS22). The policy states that sufficient sites will be allocated to meet the housing requirement to at least 2021. However, although there are sufficient suitable, available sites to meet the requirement to 2021 (and to 2026), the weak housing market conditions mean that there is a risk that not all the allocated sites will be developed by that date. There was sufficient capacity in the city when the Core Strategy was publicly examined but the supply has since been affected by the major economic downturn causing:

- reduced access to credit for housing developers
- reduced access to mortgages for potential buyers
- reductions in demand because of lower real incomes and uncertainty about job prospects
- the lack of funding for making new housing genuinely affordable (whether as public or private subsidy)
- the relative insensitivity of land and property prices to reduced market demand.

**12.15** These factors have had a marked effect in the City Centre, where reduced demand for apartments has resulted in planning permissions not being taken up. The rates of redevelopment in housing renewal areas are also expected to be lower than originally projected, because of reduced demand and the loss of grant support for site renewal. Completions in other parts of the city are also affected. So, significant amounts of land that continue to be suitable and potentially available are no longer expected to come forward within the respective five, ten or fifteen-year period.

**12.16** The Council has gone some way to finding alternative, additional sites with better prospects for delivery, to help bridge the gap. However, the scope for allocating more

land is constrained by adopted Core Strategy policy (notably by the Green Belt boundary). But, the constraint in the foreseeable future is not simply about planning policy. The prospects for delivery of additional sites remain in question as long as credit and market demand are constrained. Current economic forecasts do not suggest a significant recovery in the housing market in the short term and actual demand is likely to continue to be below the annual requirement for housing land set out in the Core Strategy by a significant margin. Allocation of additional land is not sufficient to deliver additional homes for the short term.

- 12.17** However, beyond the short term, the planning strategy does need to be revisited more radically. So, a review of the Core Strategy will be carried out immediately following completion of the present document. This will allow comprehensive consideration of the strategic options for housing and other land uses in the city, including options for the Green Belt, and to consult on them properly with stakeholders and local communities. The review will require further work with other local planning authorities in the city region about the distribution of housing and countryside across the wider area. As strategic matters, these are outside the scope of the present document. The review will need to look forward a further five years (to 2031) and will combine the Core Strategy review, an updated City Policies and Sites document and the Proposals Map into a single Local Plan, in line with the most recent national policy. The Council has already begun preparations for this.
- 12.18** In the meantime, the present development plan document goes as far as is possible in allocating sites for sustainable housing development short of carrying out the review of the Core Strategy. The shortfall in the amount of housing land that is allocated does not detract from the appropriateness of the sites that are proposed and it should not be allowed to delay the adoption of the remaining policies, policy areas and allocations and the replacement of the saved policies of the outgoing Unitary Development Plan. If recovery occurs before the new Local Plan is completed, measures to provide sufficient additional housing land to meet demand would be informed by the stage of the emerging strategic review then achieved. This would ensure that all stakeholders and local communities have had a say about the options available.

**Related policies in this document**

H1 Land Uses in Policy Areas

## 13 ALLOCATED SITES IN THE CITY CENTRE

### Business and Industry

Sites are allocated for office development to help deliver the Core Strategy target of at least 65% of total office development being in the City Centre or at its edge (policy CS3). The locations reflect the distribution of Priority Office Areas and Business Areas (see policy H1 and the Proposals Map) and these policy areas, in turn, flow from the locations for concentrating office development in Core Strategy policy CS4.

These sites are highly accessible by public transport and benefit from the range of facilities close by in the City Centre.

Some sites fall within the zone with a high probability of flooding. This may affect the phasing of office development if alternative sites are available in comparable lower risk areas. Mitigation measures are identified in the conditions on development of those sites.

### Sites with Required Uses

<b>Site Ref:</b> P00043	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.37 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Holly Street/ Carver Lane	
<b>Required Use:</b> Offices (minimum gross floorspace of 60% B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Design must pay regard to the City Centre Conservation Area, the three Grade II Listed Buildings adjacent to the south west of the site and the Grade II* listed City Hall to the east of the site</li> <li>Active ground floor uses to Carver Street and Holly Street</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>This is a prestigious site located next to Barkers Pool public square, the City Hall and the New Retail Quarter</li> <li>It is close to the Supertram route</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>By a private developer; the site is presently part owned by the Council</li> <li>Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00045	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.34 hectares	<b>Policy Area:</b> Priority Office Area
<b>Site Address:</b> Castlegate The Square (Broad Street/Shude Hill/Exchange Place) – two sites	
<b>Required Use:</b> Offices (minimum gross floorspace of 60% B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Innovative, modern architecture</li> <li>Sensitivity to archaeological remains and nearby Grade II* and Grade II Listed Buildings</li> <li>Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; no increase in the building footprint in the part of the site comprising developed functional floodplain</li> <li>Northern portion should complement the proposed open space on Exchange Place</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Core Strategy policy CS17(i) identifies Castlegate as an area for a mix of uses including offices, in order to link the City Centre with Victoria Quays</li> </ul>	



- Redevelopment would assist Castlegate to further develop its proposed residential and employment role, which is a key driver of the Castlegate: Policy and Development Framework (2005), which identifies the site for a Business use
- The architecture should reflect the prominence of the site
- There is medium to high probability of the site flooding and it includes developed functional floodplain (see also Core Strategy policy CS67)

**How will it be delivered?**

- The City Council owns the site and has a development agreement with Carillion Regeneration Limited who will be the lead organisation in stimulating new development and funding. Timescales are currently expected to be medium to long term
- City Council to advise on relationship with adjacent Canal Wharf Terminal Warehouse Grade II\* Listed Building
- Completion estimated to be in the longer term (by 2026)

<b>Site Ref:</b> P00070 (see also P00100 and P00470)	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.54 hectares	<b>Policy Area:</b> Priority Office Area
<b>Site Address:</b> Sheaf Square	
<b>Required Use:</b> Offices (minimum gross floorspace of 60% B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Highest quality design, respecting the setting of Sheffield Station</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site comprising developed functional floodplain</li> <li>• Development to be set back at least 8 metres from the Porter Brook and any flood defence on the site</li> <li>• Access to be planned jointly with improvements to the approach to the train station taxi rank and drop-off</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is in a prominent location next to the railway station, a Grade II Listed Building, which is a key entry point to the city and next to a new high quality public space at Sheaf Square</li> <li>• The site is identified in the City Centre Masterplan as a high priority location for new employment and investment</li> <li>• There is medium to high probability of the site flooding and it includes developed functional floodplain (see also Core Strategy policy CS67)</li> <li>• The Porter Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is vacant and owned by the Homes and Communities Agency</li> <li>• It will be marketed as a partnership development site, informed by the completed feasibility study</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00100 (see also P00470)	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.50 hectares	<b>Policy Area:</b> Priority Office Area
<b>Site Address:</b> Sheaf Street/ Pond Hill (Digital Campus Phase 1)	
<b>Required Use:</b> Offices (minimum gross floorspace of 60% B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding of the setting of the Old Queens Head Public House</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site comprising developed functional floodplain</li> <li>• Development to be set back 8 metres from the River Sheaf and from any flood defence on the site</li> </ul>	

**Justification:**

- The site is in a prominent location close to the bus and train stations and inner ring road
- The Digital Campus is a series of high profile high-tech office developments identified in the City Centre Masterplan and Economic Masterplan as a key priority
- The Old Queens Head Public House is a Grade II\* Listed Building
- There is a high probability of the site flooding and it includes developed functional floodplain (see also Core Strategy policy CS67)
- Blackburn Brook is classified as a main river and access is required for maintenance

**How will it be delivered?**

- The site is owned by the Homes and Communities Agency and there is a development agreement with Scarborough Development Group and GMI Property Company
- It will be marketed as a partnership development site
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00470 (see also P00100)	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.15 hectares	<b>Policy Area:</b> Priority Office Area
<b>Site Address:</b> Harmer Lane/ Sheaf Street (Digital Campus phase 2)	
<b>Required Use:</b> Offices (minimum gross floorspace of 60% B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site comprising developed functional floodplain</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is in a prominent location close to the bus and train stations and inner ring road</li> <li>• The Digital Campus is a series of high profile high-tech office developments identified in the City Centre Masterplan and Economic Masterplan as a key priority</li> <li>• There is a medium to high probability of the site flooding and it includes developed functional floodplain (see also Core Strategy policy CS67)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is vacant and is owned by the Homes and Communities Agency</li> <li>• It will be marketed as a partnership development site</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

**Sites without Required Uses**

<b>Site Ref:</b> P00073	<b>Type of Allocation:</b> Office and Housing (as Preferred Uses)
<b>Site Area:</b> 0.51 hectares	<b>Policy Areas:</b> Business Area and Central Housing Area
<b>Site Address:</b> Hanover Way/ Milton Street	
<b>Preferred Use:</b> Offices (B1a) and housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be sympathetic to nearby Listed Buildings and Hanover Conservation Area</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is highly prominent from the Inner Ring Road and is suited for business/office uses</li> <li>• However, housing may be appropriate away from the Inner Ring Road, which causes traffic noise and pollution</li> <li>• The City Centre Masterplan identifies the Devonshire Quarter as an area where the residential neighbourhood will be strengthened. Also, it provides an opportunity for a more family-orientated neighbourhood</li> </ul>	

**How will it be delivered?**

- Part of the site to be cleared
- Pre-application discussions with the City Council are recommended because of the site's closeness to Listed Buildings, a Conservation Area and the Inner Ring Road
- Completion estimated to be in the longer term (by 2026)

<b>Site Ref:</b> P00083	<b>Type of Allocation:</b> Office, etc. (as Preferred Uses)
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<b>Site Area:</b> 0.27 hectares	<b>Policy Area:</b> Business Area
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<b>Site Address:</b> Pond Street/ Sheaf Street (former NMB)
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<b>Preferred Uses:</b> Offices (B1a), hotel (C1) or education (D1)
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**Conditions on Development:**

- Location requires the highest design quality
- Mitigation of flood risk to the east of the site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site comprising developed functional floodplain
- Vehicle access from Pond Street

**Justification:**

- This is a highly prominent site on a key entry point to the city opposite the Sheffield railway station and overlooking Sheaf Square
- The location would make it suitable for a high quality office or hotel (for which permission was granted in 2007), or a landmark Sheffield Hallam University building
- There is a medium to high probability of the site flooding, and it includes developed functional floodplain (see also Core Strategy policy CS67)

**How will it be delivered?**

- Currently owned by the Homes and Communities Agency
- It will be marketed as a partnership development site
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00121	<b>Type of Allocation:</b> Office (as Preferred Use)
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<b>Site Area:</b> 2.96 hectares	<b>Policy Area:</b> Business Area
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<b>Site Address:</b> West Bar Triangle
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<b>Preferred Use:</b> Offices (minimum gross floorspace of 30% B1a)
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**Conditions on Development:**

- Comprehensive mixed-use development to include offices, housing, new public open space and neighbourhood shopping centre with links to Kelham and Riverside
- Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding

**Justification:**

- The large size of the site offers a rare opportunity to create a new neighbourhood, complementing the existing Riverside Business District and a new open space serving the new residential communities and nearby workers and creating links to the riverside from the City Centre core
- As the site adjoins some new residential developments, further new housing would be an appropriate part of the mix of development
- There is medium to high probability of the site flooding

**How will it be delivered?**

- Through joint venture between landowners and City Council with public/private funding
- Completion expected to be in the medium term (by 2021)

## Retail

One of the most important actions to deliver the Core Strategy's vision for serving the City Region is completion of the New Retail Quarter (see Core Strategy policies CS14, 17 and 18). This is critical to the success of the Primary Shopping Area and the Central Shopping Area as a whole.

To complement the focus on the Primary Shopping Area, provision is also made for a cluster of retail warehouse allocations to cater for bulky goods that could not be sold in the Central Shopping Area (see also policies B2 and B3). These allocations are located around the southern end of The Moor. They will support the maintaining of the cluster and reinforce the attraction of the area as a retail destination both for purchasing bulky goods and for using the shops and services on this side of the Central Shopping Area. The locations are edge-of-centre and not an extension of the Central Shopping Area, where the emphasis is on consolidation and strengthening of the Primary Shopping Area. In order to support the strategy of consolidation, conditions are placed on the range of goods that may be sold at these non-central allocations.

### Sites with Required Uses

<b>Site Ref:</b> P00084	<b>Type of Allocation:</b> Retail
<b>Site Area:</b> 5.04 hectares	<b>Policy Area:</b> Primary Shopping Area
<b>Site Address:</b> New Retail Quarter	
<b>Required Use:</b> Shops (minimum ground floor frontage of 70% A1 on main shopping streets)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Design must reflect the regional importance of the development and respect the City Centre context, linkages Conservation Area and Listed Buildings that are to be retained</li> <li>• The development must make positive, safe and inviting pedestrian connections to the surrounding parts of the City Centre</li> <li>• Uses should respond to the different spaces being created within the development</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The allocation is required to safeguard and regenerate this strategic location in the Primary Shopping Area as required by Core Strategy policy CS14</li> <li>• The site will provide a city shopping area that is more consolidated and less linear, correcting an identified weakness</li> <li>• Design requirements reflect the role of the site in serving the wider city region and the need to provide for the higher end of the retail market</li> <li>• The listed buildings that are to be retained in the site, the conservation area and the setting of adjacent listed buildings such as the City Hall and Town Hall are significant heritage aspects of this development</li> <li>• The linkages to other shopping streets, such as to The Moor (through Charter Square) and to Division Street, will help to strengthen the wider Central Shopping Area</li> <li>• Uses such as cafés and restaurants at strategic points can help to animate spaces and create and attract activity</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Previous permission for retail, housing, night club, health and fitness club, multi-storey car parking and open space</li> <li>• Private developer expected to submit a revised scheme to reflect new market conditions</li> <li>• A Compulsory Purchase Order has been served on all owners and the Council and partners will provide funds to complete the purchase</li> </ul>	

- Business Rate uplift available from the Government's New Development Deal initiative to be used to forward-fund essential infrastructure
- Construction of the New Retail Quarter is expected to begin in 2014

<b>Site Ref:</b> P00526	<b>Type of Allocation:</b> Retail Warehouse
<b>Site Area:</b> 0.72 ha	<b>Policy Area:</b> Business Area
<b>Site Address: Young Street (Wickes)</b>	
<ul style="list-style-type: none"> <li>• <b>Required Use:</b> Retail warehouses (A1) and associated car parking to cover at least 90% of the site area</li> </ul>	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development selling mainly bulky goods (such as carpets, furniture, electrical and DIY goods)</li> <li>• Street entrances to integrate development with the Central Shopping Area and frontages to face onto principal pedestrian routes</li> <li>• Design of retail frontages and boundary treatment to provide an attractive environment</li> <li>• Location of service yards to prevent unsightly views and landscaping of car parks to improve impact</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is near enough to the other retail warehouse locations to contribute to the offer of the wider cluster</li> <li>• It is at the edge of the Central Shopping Area and close to high-frequency bus routes serving extensive areas of the city</li> <li>• The area is already used by a retail warehouse and the allocation maintains this use in the event of redevelopment</li> <li>• It also ensures that any new development provides for a range of goods that is consistent with the current strategy for City Centre retailing</li> <li>• The design of the development, though low-density, needs to take account of the character of the neighbouring Central Shopping Area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Retail sales may continue in the current store under existing conditions that allow a wider range of goods</li> <li>• Any redevelopment would arise from private sector demand</li> <li>• Completion may be in the medium or longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00527	<b>Type of Allocation:</b> Retail Warehouse
<b>Site Area:</b> 1.11 hectares	<b>Policy Area:</b> Business Area
<b>Site Address: St Mary's Gate (including Deacon House and former Mothercare)</b>	
<b>Required Use:</b> Retail warehouses (A1) and associated car parking to cover at least 90% of the area	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development selling mainly bulky goods (such as carpets, furniture, electrical and DIY goods)</li> <li>• Street entrances to integrate developments with the Central Shopping Area</li> <li>• Design to be of a high standard with quality materials; design of retail frontages and boundary treatment to provide an attractive environment</li> <li>• Service yards located to prevent unsightly views and car parks to be landscaped</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the Porter Brook and any flood defence on the site; opening of the culvert and provision of open space taking advantage of the riverside setting</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The development would be central to the cluster and make a strategic contribution to its offer</li> <li>• The site adjoins the Central Shopping Area and is close to high-frequency bus routes serving extensive areas of the city</li> </ul>	

- The site already contains large-footprint retail uses and the allocation affirms this use in the event of redevelopment
- It also ensures that any new development provides for a range of goods that is consistent with the current strategy for city centre retailing
- The site is at Gateway Location on the Inner Ring Road (see policy G10) and next to the new Market, and development, though low-density, needs to reflect the requirement for high-quality design
- There is a high probability of the site flooding
- The Porter Brook is classified as a main river and access is required for maintenance; opening of the culvert and provision of new open space is supported by Core Strategy policy CS48

**How will it be delivered?**

- Retail sales may continue in the current stores under existing conditions that allow a wider range of goods
- Any redevelopment would arise from private sector demand
- Completion estimated to be in the short to medium term (by 2021)

<b>Site Ref:</b> P00528	<b>Type of Allocation:</b> Retail Warehouse
<b>Site Area:</b> 0.85 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Eyre Street (Decathlon)	
<b>Required Use:</b> Retail warehouses (A1) and associated car parking to cover at least 90% of the area	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development selling mainly bulky goods (such as carpets, furniture, electrical and DIY goods)</li> <li>• Street entrances to allow direct access from the adjacent allocation (P00527) and Central Shopping Area</li> <li>• Design to be of a high standard with quality materials; design of retail frontages and boundary treatment to provide an attractive environment and respond to the development's setting</li> <li>• Service yards located to prevent unsightly views and car parks to be landscaped</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the Porter Brook and any flood defence on the site; opening of the culvert and provision of open space with footpath taking advantage of the riverside setting</li> <li>• Routes through the site to be retained including Hereford Street and Sylvester Street</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The development would be close to the other allocations in the cluster and is accessible by a pedestrian crossing over Eyre Street</li> <li>• The site adjoins the Central Shopping Area and is close to a high-frequency bus route serving extensive areas of the city</li> <li>• Part of the site is already in use as a retail warehouse and the allocation maintains this use in the event of redevelopment</li> <li>• It also ensures that any new development provides for a range of goods that is consistent with the current strategy for City Centre retailing</li> <li>• The site is within the Cultural Industries Quarter Conservation Area next to several Listed Buildings and near a Gateway Location; development, though low-density, needs to reflect the requirement for high-quality design and to respond to its setting (see policies B1 and G10)</li> <li>• There is a high probability of the site flooding</li> <li>• Porter Brook is classified as a main river and access is required for maintenance; opening of the culvert and provision of new open space are supported by Core Strategy policy CS48</li> <li>• A number of pedestrian routes across the site are well used</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Retail sales may continue in the current store under existing conditions that allow a wider range of goods</li> </ul>	

- Any redevelopment would arise from private sector demand
- Completion may be in the medium to long term (by 2026)

See Chapter 16 for a further Retail Warehouse allocation in the cluster, P00529 Boston Street (Remploy). This is on the other side of the Inner Ring Road, which forms the City Centre boundary.

## Residential

The City Centre is one of the priority locations for housing in the Core Strategy (see policy CS25) but it is envisaged that it would be part of mixed use developments. The following development sites are located in the Central Housing Area, where housing is the preferred use, but housing is not the sole required use in order to encourage mixing.

Some sites fall within the zone with a high probability of flooding. Housing would not be permitted in this zone as long as suitable sites were available outside it and, in any case, may not be permitted within it before 2016 (Core Strategy policy CS67). Mitigation measures will be essential. This may affect the phasing of development of alternative sites.

## Sites without Required Uses

<b>Site Ref:</b> P00044	<b>Type of Allocation:</b> Housing (as Preferred Use)
<b>Site Area:</b> 1.43 hectares	<b>Policy Area:</b> Central Housing Area
<b>Site Address:</b> Castle Market	
<b>Preferred Uses:</b> Housing (C3) or residential institutions (C2) (minimum gross floorspace of 30% residential)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Creation of a new public space</li> <li>• Opening of culvert and provision of open space to take advantage of the riverside setting</li> <li>• Development to respect and enhance castle remains and any other features of archaeological value</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Redevelopment will make the site available within the life of the plan</li> <li>• New open space and opening of culvert around Market Square/Sheffield Castle is supported by Core Strategy policy CS48</li> <li>• Flexibility of use will support development that can satisfy the significant conditions</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Further archaeological investigation awaiting the markets relocation</li> <li>• Currently owned by City Council but would require private development partner</li> <li>• Funding sources for the open space expected to be identified, e.g. as part of Breathing Spaces Strategy</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Flexible Use Areas

### Sites without required uses

<b>Site Ref:</b> P00089	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 2.16 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Chatham Street, Bridgehouses	
<b>Preferred Use:</b> None	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Employment uses to be compatible with the adjacent residential areas</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is adjacent to the Inner Ring Road and links Woodside and the City Centre</li> <li>• It has an awkward shape and topography and flexibility of use is required to achieve an effective development</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Land east of Chatham Street is owned by National Grid who have held discussions with the City Council on developing a scheme</li> <li>• Land west of Chatham Street owned by the City Council</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Open Space

The following allocations will deliver open spaces specifically proposed in Core Strategy policy CS48, Open Spaces and Riversides in the City Centre.

### Sites with Required Uses

<b>Site Ref:</b> P00086	<b>Type of Allocation:</b> Open Space
<b>Site Area:</b> 0.31 hectares	<b>Policy Area:</b> Open Space Area
<b>Site Address:</b> Nursery Street, opposite Joiner Street	
<b>Required Use:</b> Open Space	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Open space would serve the area's increasing population and could provide informal, high quality green space and landscaping on the riverside (already reflected in the Wicker Riverside Action Plan (2007 – 2017))</li> <li>• There are few open spaces within the Riverside Quarter and improving the pedestrian space on the riverside would create life and activity on the Riverside and the Wicker</li> <li>• The allocation would deliver Core Strategy policy CS48 part a)</li> <li>• There is a high probability of the site flooding and it includes functional floodplain (see also Core Strategy policy CS67)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The project will be delivered and funded by both public and private sector organisations The Wicker Riverside Action Plan identifies potential organisations</li> <li>• Timescales are most likely to be medium to long term</li> <li>• Interim protection measures along River Don and initial phase (1b) of park now delivered</li> </ul>	



- Funding sources expected to be identified, e.g. as part of Breathing Spaces Strategy
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00087	<b>Type of Allocation:</b> Open Space
<b>Site Area:</b> 0.18 hectares	<b>Policy Area:</b> Open Space Area
<b>Site Address:</b> Paradise Square	
<b>Required Use:</b> Open Space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Removal of car parking</li> <li>• Design to be sympathetic to the Square's historic character and setting</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Removal of parking would reveal and make available the City's only complete Georgian Square, surrounded by Grade II Listed Buildings and located in the City Centre Conservation Area</li> <li>• The allocation supports the Cathedral Quarter Action Plan's (2004 – 2014) vision to reinstate the area as a main public open space over the plan period</li> <li>• Current car parking detracts from the quality and charm of the space and prevents other uses</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council to continue to negotiate phased removal of existing car parking spaces</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00093	<b>Type of Allocation:</b> Open Space
<b>Site Area:</b> 0.16 hectares	<b>Policy Area:</b> Open Space Area
<b>Site Address:</b> St. Vincent's Park (proposed)	
<b>Required Use:</b> Open Space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Informal public open space, accessed from Solly Street</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is identified for future open space use in the St. Vincent's Action Plan (2004 – 2014) to meet need generated in the area by significant levels of new housing</li> <li>• The allocation would deliver Core Strategy policy CS48 part c)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council has a freehold interest in part of the site and is in ongoing discussions with other land owners</li> <li>• Funding sources expected to be identified, e.g. as part of Breathing Spaces Strategy</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00475	<b>Type of Allocation:</b> Open Space
<b>Site Area:</b> 0.29 hectares	<b>Policy Area:</b> Open Space Area
<b>Site Address:</b> Exchange Street/ Exchange Place / Blonk Street	
<b>Required Use:</b> Open Space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be designed to act as a flood storage/ defence area if appropriate</li> <li>• Design to take advantage of the setting provided by Listed Buildings to the east of the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Completion of the Inner Ring Road provides the opportunity to improve connection between Victoria Quays and the rest of the City Centre. Supported by policy B1</li> <li>• The allocation would deliver Core Strategy policy CS48 (b)</li> </ul>	

- The City Centre Masterplan (2008) also includes some adjacent highway land being released for residential or office development
- There is a medium to high probability of the site flooding

**How will it be delivered?**

- Initial feasibility work completed but funding for next phase still to be secured – could be in conjunction with the Castle Market site (P00044)
- Funding sources expected to be identified, e.g. as part of Breathing Spaces Strategy
- Completion estimated to be in the medium term (by 2021)



## 14 ALLOCATED SITES IN THE LOWER DON VALLEY

### Business and Industry

The Core Strategy identifies the Lower Don Valley as a strategic location for Manufacturing, distribution/ warehousing and non-office businesses (see policy CS5). Sites here will contribute to meeting the requirements in policy CS1. Within the area, the predominant land use around the Meadowhall centre is for employment, including office development and non-office business uses (policy CS7). At Tinsley Park, the major uses are industry and warehousing/ distribution (policy CS8) whilst a range of traditional and modern manufacturing and distribution are proposed in the Attercliffe/Newhall and Parkway/ Kettlebridge areas (policy CS9).

### Sites with Required Uses

<b>Site Ref:</b> P00136	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 2.07 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Rear of Davy Steels site, Prince of Wales Road, Darnall	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Independent access to the site may be needed</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>This is part of a larger existing industrial site in an established business and industry area and would be suitable for similar general industrial uses to the present ones</li> <li>It would provide employment near an area of relatively high unemployment and is close to a high-frequency public transport route on Main Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00137	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.89 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Barleywood Road, Darnall	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Surrounding land uses are industrial and the site is located away from existing residential uses. The site would be suitable for similar uses</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00140	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.45 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Broad Oaks, Attercliffe	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00137</li> <li>• It would provide employment near an area of relatively high unemployment and close to a high-frequency bus route on Staniforth Road and Supertram stop on Woodbourn Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00143	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.52 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Calor Site, Shepcote Lane, Darnall	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Surrounding land uses are mixed industrial and business and the site is located away from existing residential uses. The site would be suitable for uses similar to the existing surrounding uses</li> <li>• The site is close to good road connections with the national road network</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00145	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.55 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Catley Road, Darnall	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00137</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00153	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.67 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Faraday Road/Trent Street, Attercliffe	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00137</li> <li>It would provide employment close to high-frequency public transport on Attercliffe Road</li> <li>There is a medium probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00160	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.68 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Former Dr John Worrall School, Attercliffe	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Mitigation of flood risk to the western part of the site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00137</li> <li>The western part of the site has a medium probability of flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the medium term (by 2021); part of the site has planning permission</li> </ul>	

<b>Site Ref:</b> P00174	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 3.26 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Lumley Street, Attercliffe	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00137</li> <li>It would provide employment close to good public transport, at Broad Lane and the Nunnery Square tram stop, and the site is close to the Parkway</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00178	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 1.26 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Next to Shepcote House, Shepcote Lane, Darnall	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00137</li> <li>The site is close to good road connections and the national road network</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00182	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 19.54 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Outokumpu Site, Shepcote Lane, Tinsley	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Provision of the Tinsley Link to be secured before development starts</li> <li>Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> <li>A link road from Shepcote Lane into the site and through to the industrial area on Greasbro Road, and no direct access to the site from Greasbro Road</li> <li>Layout to accommodate part of a new cross-valley Green Link across the southern part of the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00137</li> <li>The site is in the Enterprise Zone and close to good road connections and the national road network</li> <li>Traffic generated by development at this site would have a severe impact on M1 Junction 34 South. The Tinsley Link will provide additional highway capacity and essential congestion relief (see Core Strategy policy CS59)</li> <li>Without the proposed access to the site disturbance for people living on Greasbro Road would be unacceptable</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of site by owner</li> <li>Completion of this large site estimated to be in the longer term (by 2026); part of the site still needs to be cleared</li> <li>Part of this site is within the proposed alignment for the High Speed Rail (HS2) project and the outcome of consultations on this will affect delivery of the allocation</li> </ul>	

<b>Site Ref:</b> P00187	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.65 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Ripon Street/Woodbourn Hill, Attercliffe	
<b>Required Use:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00137</li> <li>• It would provide employment close to high-frequency public transport on Staniforth Road and the Woodbourn Road tram stop, and the site is close to the Parkway</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00472	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.73 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Europa Link, Darnall	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00143</li> <li>• The site is close to good road connections and the national road network</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Permission secured under Local Development Order for land uses that support the Sheffield City Region Enterprise Zone</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00473	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 1.60 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Former Tinsley Marshalling Yards (West site)	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Suitable vehicle access into the site to be provided</li> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> <li>• Layout to accommodate part of a new cross-valley Green Link across the northern edge of the site</li> </ul>	



**Justification:**

- As for site P00137
- Surrounding land uses are industrial and away from existing residential uses
- The site is close to good road connections and the national road network

**How will it be delivered?**

- Development or promotion of site by owner
- Completion estimated to be in the longer term (by 2026)

<b>Site Ref:</b> P00474	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 3.38 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Former Tinsley Marshalling Yards (East site)	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00137</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00501	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.85 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Foley Street/ Levenson Street, Attercliffe	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Don and any flood defence on the site</li> <li>• Safeguarding of archaeological remains and the setting of Norfolk Bridge</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00137</li> <li>• There is a medium to high probability of the site flooding</li> <li>• The River Don is classified as a main river and access is required for maintenance</li> <li>• Remains of earlier buildings, particularly the Smith Wheel, lie within the site and the Norfolk Bridge is a Grade II listed structure</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• The site has temporary consent for storage uses, valid to September 2016</li> <li>• Completion estimated to be in the longer term (by 2026); part of the site is in temporary use</li> </ul>	

## Sites without Required Uses

<b>Site Ref:</b> P00127 (also incorporating former sites P00157, P00158 and P00171)	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 20.43 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Weedon Street/ Meadowhall Way ('River Don District'), Meadowhall	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>● Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> <li>● Phasing of development to reflect the programming for delivery of the Tinsley Link Road</li> <li>● Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site comprising developed functional floodplain</li> <li>● Protection of the Green Link, including the Local Nature Site along the former railway embankment</li> <li>● Safeguarding the setting of the neighbouring former tram depot</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>● The site is well served by public transport, including the Interchange and Carbrook tram stop, and it is close to the national road network, but further measures are needed to support new development here, including adequate highway capacity at Junction 34 (see Core Strategy policies CS7 and CS59)</li> <li>● It is within an area covered by the Lower Don Valley Masterplan (2005) and River Don District Masterplan (2007), which aim to attract nationally mobile businesses and uses that need large sites not typically available in City Centre, and create a new mixed use community of employment and housing</li> <li>● The flexibility allowed by not requiring a single use creates an opportunity to deliver a wide range of uses whilst still reflecting the emphasis on employment uses in the area</li> <li>● There is a medium probability of the site flooding, with a small part having a high probability; the site also includes developed functional floodplain (see also Core Strategy policy CS67)</li> <li>● The former tram depot is a Grade II Listed Building</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>● This site has outline planning permission for a mixed-use development, including mainly business and residential uses and a cluster of neighbourhood centre uses; due to its complexity the permission is valid until May 2019</li> <li>● The planning consent specifies a wide range of measures to deliver infrastructure and services, including transport (including contribution to the Tinsley Link) and a strategy to remedy past industrial contamination. Also, contributions would be made to travel planning, community facilities, open space/play and education</li> <li>● Part of the site has planning permission for a car showroom</li> <li>● Completion of this large site is estimated to be in the medium or longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00129	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 5.54 hectares	<b>Policy Area:</b> General Employment Area
<b>Site Address:</b> Alsing Road, Meadowhall	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>● Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> <li>● Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; and no development in functional floodplain</li> <li>● Development to be set back from the Blackburn Brook and from any flood defence on the site</li> </ul>	

**Justification:**

- Flexibility will maximise the opportunity to deliver a wide range of employment uses
- The site is close to good road connections and the national road network but measures are needed to support new development here (see Core Strategy policies CS7 and CS59)
- There is a high probability of the site flooding and it includes functional floodplain – any variation in the boundary to be verified by further modelling by the developer and agreed with the Environment Agency (see also Core Strategy policy CS67)
- Blackburn Brook is classified as a main river and access is required for maintenance

**How will it be delivered?**

- Development subject to agreement with the Environment Agency about flood risk
- Completion estimated to be in the medium or longer term (by 2026)
- This site is within the proposed alignment for the High Speed Rail (HS2) project and the outcome of consultations on this will affect delivery of the allocation

<b>Site Ref:</b> P00138	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 5.15 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former Betafence, Sheffield Road, Carbrook	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> <li>• Provision of the Tinsley Link to be secured before development starts</li> <li>• Mitigation of flood risk to the north east part of the site, including flood protection measures and design for resilience to flooding</li> <li>• Safeguarding of the setting of the neighbouring former tram depot</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Flexibility will maximise the opportunity to deliver a wide range of employment uses</li> <li>• The site is next to the Carbrook tram stop and close to the national road</li> <li>• The site is potentially available</li> <li>• Traffic generated by development at this site would have a severe impact on M1 Junction 34 South. The Tinsley Link will provide additional highway capacity and essential congestion relief (see Core Strategy policies CS7 and CS59)</li> <li>• There is a medium probability of the site's north eastern area flooding</li> <li>• The former tram depot is a Grade II Listed Building</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the medium term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00164	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 0.95 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former Sheffield Tippers Site, Sheffield Road, Tinsley	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Survey to be done on possible ground contamination, proposing any required mitigation</li> <li>• Mitigation of flood risk to a large part of the central area and eastern edge of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 5 metres from the Canal</li> </ul>	

**Justification:**

- As for site P00143
- The site is well served by public transport on Sheffield Road and the Tinsley tram stop, and close to the national road network, but measures are needed to support new development here (see Core Strategy policies CS7 and CS59)
- Flexibility will maximise the opportunity to respond to local constraints and deliver a wide range of employment uses
- There is a medium probability of the central part and eastern edge of the site flooding (see also Core Strategy policy CS67)
- The Canal is classified as a watercourse and access is required for maintenance

**How will it be delivered?**

- Development or promotion of site by owner
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00191	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 19.43 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Sheffield Business Park Phase 2 (former Western Runway Sheffield Airport)	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site adjoins Phase 1 of Sheffield Business Park</li> <li>• The Core Strategy identifies Tinsley Park as an office location but subject to 65% of the city's office development being in or at the edge of the City Centre</li> <li>• It is close to good road connections and the national road network but measures are needed to support new development here (see Core Strategy policies CS8 and CS59)</li> <li>• Surrounding land uses are mixed industrial and high quality business park and the site is located away from existing residential uses. The site would be suitable for uses similar to the existing surrounding uses</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site had outline planning permission for a mixed use development which includes some offices (B1a), general industry and distribution uses. This is valid until 2015 subject to conditions</li> <li>• Permission secured under the Local Development Order for land uses that support the Sheffield City Region Enterprise Zone</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00219	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 2.64 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Nunnery Sidings (East), Sheffield Parkway	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be phased to ensure that it does not conflict with Core Strategy policy CS2</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Flexibility will maximise the opportunity to respond to local constraints and multiple ownerships and deliver a wide range of employment uses</li> <li>• The site is greenfield and priority should be given to redevelopment of brownfield sites</li> </ul>	

**How will it be delivered?**

- Joint working of multiple landowners will be necessary to bring the site to market
- Negotiation to secure access to the site through adjacent business premises
- Completion estimated to be in the longer term (by 2026) though phasing may depend on how much other greenfield land has been developed in the previous five years

<b>Site Ref:</b> P00471	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 7.83 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Sheffield Business Park (heliport)	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Retention of heliport and operational areas</li> <li>• Impact of traffic on the Strategic Road Network, including nearby motorway junctions, to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The Core Strategy identifies Tinsley Park as an office location but subject to 65% of the city's office development being in or at the edge of the City Centre</li> <li>• The site is close to good road connections and the national road network but measures are needed to support new development here (see Core Strategy policies CS8 and CS59)</li> <li>• Flexibility will maximise the opportunity to respond to local constraints and deliver a wide range of employment uses</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the longer term (by 2026)</li> <li>• Part of this site is within the proposed alignment for the High Speed Rail (HS2) project and the outcome of consultations on this will affect delivery of the allocation</li> </ul>	

**Retail**

The Core Strategy (policy CS35) proposes regeneration, renewal and expansion of Darnall Centre to provide enough good quality shops, service and facilities to meet local needs. The allocation of the site below will help to ensure that this can happen.

**Sites without Required Uses**

<b>Site Ref:</b> P00185	<b>Type of Allocation:</b> Retail (as Preferred Use)
<b>Site Area:</b> 1.11 hectares	<b>Policy Area:</b> District Centre
<b>Site Address:</b> Station Road, Darnall	
<b>Preferred Uses:</b> Shops (A1)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to accommodate an electricity sub-station on the site</li> <li>• Further investigation for presence of underground services</li> <li>• Mitigation of flood risk to the south east part of the site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• It is a large site and offers a significant development opportunity to support the district centre</li> <li>• It has access to a range of retail and community facilities, and is close to high-frequency bus routes</li> </ul>	

- Flexibility arising from specifying preferred rather than required uses allows opportunities for the site to contribute to the regeneration of the District Centre
- There is a medium probability of the site flooding on its south eastern boundary

**How will it be delivered?**

- Disposal of the site by the Council
- Clearance of the Sheffield Homes building may be needed
- Completion estimated to be in the medium term (by 2021)

**Residential**

Core Strategy policy CS28 promotes housing as part of a mix of uses around the Canal between Attercliffe and Darnall and policy CS23 identifies the Lower Don Valley generally as an area for housing in the longer term and before then as opportunities arise. Housing in this area helps to meet the target for previously developed sites (policy CS24).

**Sites with Required Uses**

<b>Site Ref:</b> P00181	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.89 hectares	<b>Policy Areas:</b> Housing Area
<b>Site Address:</b> Ouse Road	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is identified within the Darnall Attercliffe and Tinsley Neighbourhood Development Framework for housing-led regeneration</li> <li>• The site is suitable for housing that could be completed after 2013</li> <li>• This is a suitable location for high-density housing in an accessible location close to local shops and a high-frequency public transport route on Staniforth Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• City Council promotion of development opportunity to house builder</li> <li>• Requires relocation of existing warehouse</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00412	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.61 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Chapelwood Road, Darnall	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site would be an appropriate part of the housing-led regeneration strategy for the area and this is already reflected in the Darnall Attercliffe and Tinsley Neighbourhood Development Framework</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• City Council promotion of the opportunity to a house builder</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00500	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.58ha	<b>Policy Areas:</b> Housing Area
<b>Site Address:</b> Infield Lane, Darnall	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Improved pedestrian facilities along Infield Lane to serve the allotments and High Hazels Park and from the site to Darnall District Centre</li> <li>Improved boundary treatment and landscaping along the northern boundary of High Hazels Park</li> <li>Development to be set back 8 metres from Carr Brook and any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>The site is identified within the Darnall Attercliffe and Tinsley Neighbourhood Development Framework for housing-led regeneration</li> <li>This is a suitable location for high-density housing in an accessible location close to Darnall District Centre and a high-frequency public transport route on Staniforth Road</li> <li>The site is in a poor state detracting considerably from the character of the area adjoining High Hazels Park</li> <li>Carr Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development or promotion of the site by the owners; part of the site is owned by the City Council</li> <li>Requires some site clearance</li> <li>Completion estimated to be in the short to medium term (by 2021)</li> </ul>	

## Site without Required Uses

<b>Site Ref:</b> P00196	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.32 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Attercliffe Canalside (Staniforth Road Transport Depot)	
<b>Preferred Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>The site is identified within the Darnall Attercliffe and Tinsley Neighbourhood Development Framework for housing-led regeneration</li> <li>The site is suitable for housing that could be completed after 2013</li> <li>This is a suitable location for high-density housing in an accessible location close to local shops and a high-frequency public transport route on Staniforth Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Requires relocation of the transport depot</li> <li>City Council promotion of development opportunity to developer</li> <li>Completion estimated to be in the longer term (by 2026)</li> </ul>	

## Waste Management

### Sites with Required Uses

<b>Site Ref:</b> P00141	<b>Type of Allocation:</b> Waste Management
<b>Site Area:</b> 2.44 hectares	<b>Policy Area:</b> Waste Management Area
<b>Site Address:</b> Broadlands, Lumley Street, Attercliffe	
<b>Required Uses:</b> Waste management facilities and ancillary uses (excluding landfill and open windrow composting)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Site layout to retain or replace existing landscaping fronting Lumley Street</li> <li>• Measures to ensure that additional surface water run-off does not increase the risk of flooding to adjacent sites</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Half of the site already stores refuse collection vehicles used by the Council's waste contractor and the vacant portion adjoins the City's Energy Recovery Facility</li> <li>• The site is next to an established industrial area and is therefore consistent with Core Strategy policy CS68</li> <li>• The allocation supports the approved Municipal Waste Management Strategy 2009-2020 because it identifies an optimal site to support the operation of the city's kerbside collection service</li> <li>• The site has good access to the major road network and its near-central location would minimise the distance that collected waste needs to travel</li> <li>• There is an overriding need to reserve the land particularly for waste management needs identified in the Municipal Waste Management Strategy</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The Council's Waste Contractor will build and operate the facility as part of a long-term waste management contract</li> <li>• Completion estimated to be in the medium to long term (by 2026)</li> </ul>	

### Flexible Use Areas

Core Strategy policy CS28 identifies the area around the canal at Attercliffe for a mix of uses including housing, services and employment.

<b>Site Ref:</b> P00131	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 6.48 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Darnall Works, Darnall Road	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Sensitivity to archaeological remains, the Scheduled Monument and Grade II Listed Buildings within the site</li> <li>• Mitigation of flood risk in a small section of the Kirkbridge Dike at the north east corner of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the alignment of Kirkbridge Dike</li> <li>• Safety measures to be taken alongside the railway</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is part of a housing-led regeneration strategy for the area and this is already reflected in the Darnall Attercliffe and Tinsley Neighbourhood Development Framework</li> <li>• Flexibility of uses will assist regeneration of a site formerly in industrial use, in line with the objectives of the Core Strategy</li> </ul>	



- A flexible approach to land uses could also help secure new uses for important historic buildings and support the regeneration of the site
- There is a medium probability of part of the site flooding
- Kirkbridge Dike, which is culverted, is classified as a main river and access is required for maintenance

**How will it be delivered?**

- Development or promotion of site by owners
- Preparation of planning guidance to guide development of the site and protect its historic importance
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00134	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 4.73 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Attercliffe Canalside, Ripon Street/Woodbourn Road, Attercliffe	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is part of a housing-led regeneration strategy for the area and this is already reflected in the Darnall Attercliffe and Tinsley Neighbourhood Development Framework</li> <li>• Flexibility of uses will assist regeneration of a site formerly in industrial use in line with the objectives of the Core Strategy</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owners</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00154	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.92 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Fitzalan Works, Effingham Street, Attercliffe	
<b>Conditions:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding of the setting of the Baltic Works</li> <li>• Development to be set back 5 metres from the Canal</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00134</li> <li>• The Baltic Works is a Grade II Listed Building</li> <li>• The Canal is classified as a watercourse and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As for site P00134 except that some site clearance will be required</li> </ul>	

<b>Site Ref:</b> P00183	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 1.07 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Former PIC Toys, Darnall Road, Darnall	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be set back 5 metres from the Canal</li> </ul>	
<b>Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As for site P00134</li> <li>• The Canal is classified as a watercourse and access is required for maintenance</li> </ul>	

<b>Site Ref:</b> P00184	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.74 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Pinfold Works, Staniforth Road, Attercliffe	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>As for site P00183</li> </ul>	

<b>Site Ref:</b> P00194	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.37 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Site adjacent Fitzalan Works, Attercliffe Road, Attercliffe	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>As for site P00183</li> </ul>	

<b>Site Ref:</b> P00195	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.60 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Spartan Works, Attercliffe Road, Attercliffe	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Retention of the frontage to Attercliffe Road</li> <li>Safeguarding of the setting of the Yorkshire Bank building</li> <li>Development to be set back 5 metres from the Canal</li> </ul>	
<b>Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>As for site P00183</li> <li>The frontage retains some of the historic character of the Attercliffe Centre as set out in the Attercliffe Action Plan</li> <li>The Yorkshire Bank building is a Grade II Listed Building</li> </ul>	

<b>Site Ref:</b> P00202	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.66 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Westaways, Attercliffe Road, Attercliffe	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Site contamination from industrial use to be removed</li> <li>Safeguarding of the setting of the Baltic Works</li> <li>Development to be set back 5 metres from the Canal</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00134</li> <li>The Baltic Works is a Grade II Listed Building</li> <li>The Canal is classified as a watercourse and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>As for site P00134</li> </ul>	



## 15 ALLOCATED SITES IN THE UPPER DON VALLEY

### Business and Industry

Core Strategy policy CS5 identifies the Upper Don Valley as a strategic location for manufacturing, distribution/warehousing and non-office business development. Policy CS10 states that employment uses will be maintained and promoted in the North Neepsend/ Hillfoot Riverside and Wadsley Bridge areas.

### Sites with Required Uses

<b>Site Ref:</b> P00237	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.89 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Gas Holder Site, Neepsend Lane, Parkwood Road, Neepsend	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified general industrial/processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Surrounding land uses are industrial and separated from residential areas and local services by the A61 Penistone Road corridor</li> <li>The site is not needed as part of the National Grid network and will become redundant in the near future</li> <li>It is in single ownership with site P00252</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Private developers to develop the site</li> <li>Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00241	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 2.64 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Clay Wheels Lane	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified general industrial/processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Mitigation of flood risk to the southern part of the site, including flood protection measures and design for resilience to flooding</li> <li>Site-specific measures to prevent unacceptable noise, dust or fumes to be included for industrial (B2) or other, unclassified industrial/ processing uses, and open storage (B8) uses</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>There is a medium probability of the southern part of the site flooding</li> <li>Excessive noise, dust or fumes should not be allowed to harm the quality of life for residents at Winn Gardens, Middlewood Road and Wadsley Village</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Possible contamination due to former industrial use to be further investigated</li> <li>Planning permission given subject to conditions for a Materials Recycling Facility</li> <li>Development is expected to be by the private sector</li> <li>Completion expected to be in the short term (by 2014)</li> </ul>	

<b>Site Ref:</b> P00242	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.62 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Club Mill Road – River Don A, Neepsend	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Don and any flood defence on the site</li> <li>• A riverside walking and cycling route to be created along this part of the River Don</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is suitable for general industrial / business uses and development would help to reduce fly tipping and unregulated storage of scrap parts</li> <li>• It is surrounded by heavy industrial land uses and separated from residential areas by the A61 Penistone Road corridor and the river</li> <li>• It is a large vacant site and a key development site for improving the appearance of this area</li> <li>• The walking and cycling route will help to improve accessibility through the River Don corridor</li> <li>• There is a medium probability of the site flooding</li> <li>• The River Don is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Planning permission has been given subject to conditions for industrial use</li> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00244	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.42 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Herries Road South, Owlerton	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a cleared site surrounded by industrial uses with good access to the Penistone Road A61 corridor</li> <li>• The site has good access for Heavy Goods Vehicles</li> <li>• There is a medium probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Likely contamination from previous industrial uses to be further investigated</li> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00247	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.79 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Wardsend Road, Wadsley Bridge	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Vehicular access from Wardsend Road to be improved</li> </ul>	

<ul style="list-style-type: none"> <li>• Pedestrian access to the railway footbridge to be retained</li> <li>• Measures to prevent unacceptable noise, dust or fumes to be included for industrial (B2) uses</li> </ul>
<p><b>Justification:</b></p> <ul style="list-style-type: none"> <li>• This is a vacant greenfield site in an employment location and is identified as an opportunity site in the Upper Don Valley Physical Regeneration Strategy</li> <li>• Access from Wardsend Road is currently restricted</li> <li>• A public right of way exists across the site between Wardsend Road and Binstead Way</li> <li>• Excessive noise, dust or fumes should not be allowed to harm quality of life for residents of Binstead Way, which is within 200m of the site</li> </ul>
<p><b>How will it be delivered?</b></p> <ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021) but will depend on how much other greenfield land has been developed in the previous five years (see Core Strategy policy CS2)</li> </ul>

<b>Site Ref:</b> P00248	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.77 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Wardsend Road North, Wadsley Bridge	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is an underused greenfield site currently used for the storage of building materials</li> <li>• It is suitable for general industrial/ business uses</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Need for access improvements from the Penistone Road A61 corridor to be investigated</li> <li>• Private developers to develop the site</li> <li>• Completion estimated to be in the medium term (by 2021) but will depend on how much other greenfield land has been developed in the previous five years</li> </ul>	

<b>Site Ref:</b> P00252	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 5.49 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Neepsend Gasworks Tip, Neepsend Lane	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8) (to take up at least 50% of the area)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Surrounding land uses are industrial and separated from residential areas by the A61</li> <li>• This is a large underused industrial site in single ownership</li> <li>• It is identified in the Upper Don Valley Physical Regeneration Strategy as part of an opportunity site</li> <li>• Remediation of the site is complete and it is suitable for general industry, warehousing and heavy/specialist industry</li> <li>• There is a medium probability of the site flooding</li> <li>• The percentage of the required use is less than set out in policy J1 and this flexibility will increase the options for regeneration and encourage delivery</li> </ul>	

**How will it be delivered?**

- Securing funds to remove the overland gas pipe in the south part of the site when the gas holder at site P00237 is made redundant
- Development is expected to be by the private sector
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00256	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.50 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Site of Doncasters, accessed via Penistone Road, Neepsend	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Don and River Loxley and from any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a vacant and underused part of the Doncasters site central to an industrial estate with its own access road from Penistone Road</li> <li>• The site is suitable for general industrial/ business development</li> <li>• There is a medium to high probability of the site flooding</li> <li>• The River Don and River Loxley are classified as main rivers and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Likely contamination from previous industrial uses to be investigated</li> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00258	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 15.98 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former UCAR Site, Beeley Wood Lane	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Creation of a Green Link into the northern part of the site</li> <li>• Site-specific measures to prevent unacceptable noise, dust and fumes to be included for industrial (B2) or other, unclassified industrial/ processing uses, and open storage (B8) uses</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is the largest site in the Upper Don Valley and is able to make a major contribution to achieving Core Strategy policies CS5 and CS10</li> <li>• Excessive noise, dust or fumes should not be allowed to harm quality of life for residents of Winn Gardens and Middlewood Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Likely contamination due to former industrial use to be investigated</li> <li>• Development is expected to be by the private sector</li> <li>• Several industrial uses operate from the site as existing permitted developments and others for waste transfer or recycling facilities are pending</li> <li>• Completion expected to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00259	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.33 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Niagara Forge, Clay Wheels Lane	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Measures to prevent unacceptable noise, dust and fumes to reduce any impact on residential areas at Winn Gardens and Middlewood Road</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is suitable for general industry/business development with high quality development in a riverside setting</li> <li>• The walking route will help to improve accessibility through the River Don corridor</li> <li>• Excessive noise, dust or fumes should not be allowed to harm quality of life for residents of Winn Gardens and the estate around Middlewood Lodge</li> <li>• There is a medium probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Likely contamination due to former industrial use to be investigated</li> <li>• Development is expected to be by the private sector in the near future</li> <li>• Completion expected to be in the short term (by 2014)</li> </ul>	

<b>Site Ref:</b> P00430	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.64 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Rawson Spring Road, Owlerton	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Don and from any flood defence on the site</li> <li>• A riverside walking and cycling route to be created along the part of the River Don next to the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site is situated centrally within an existing industrial estate and access to the site links to other industrial and business sites</li> <li>• There is a medium to high probability of the site flooding</li> <li>• The River Don is classified as a main river and access is required for maintenance</li> <li>• The walking and cycling route will help to improve accessibility through the River Don corridor and the undeveloped strip will protect and enhance its ecological value</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site has received planning permission for 11 business units</li> <li>• Likely contamination due to former industrial use to be investigated</li> <li>• Development is expected to be by the private sector</li> <li>• Completion expected to be in the short term (by 2014)</li> </ul>	



<b>Site Ref:</b> P00498	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.55 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Herries Road, Owlerton	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a cleared and vacant site surrounded by industrial uses with good access to the Penistone Road A61 corridor</li> <li>• The site has good access to Herries Road and Penistone Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site has planning permission for industrial/trade counter units</li> <li>• Development is expected to be by the private sector</li> <li>• Completion is expected to be in the short term (by 2014)</li> </ul>	

## Sites without Required Uses

<b>Site Ref:</b> P00236	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 0.77 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former Clifton Steelworks, Club Mill Road, Hoyland Road, Neepsend	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is vacant and in a prominent location and in single ownership</li> <li>• It is suitable for warehousing/ distribution, with good access from the A61 Penistone Road corridor</li> <li>• There is a medium to high probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Investigation of the need for reclamation of the site due to contamination from petrol storage tanks</li> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00239	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 2.25 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Herries Road, Herries Road South/ Penistone Road North, Owlerton	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The location would be suitable for light industry and business uses</li> </ul>	

- Park-and-ride is supported in principle by Core Strategy policy CS57 and it is the only current site on this corridor capable of functioning as a strategic park-and-ride site, potentially accommodating around 500 spaces. This continues to be an acceptable use but would depend on funding that is not yet confirmed
- There is a medium to high probability of the site flooding

**How will it be delivered?**

- Park-and-ride development is subject to funding and prospects for delivery
- Other forms of development are expected to be by the private sector
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00257	<b>Type of Allocation:</b> Business or Industrial (as Preferred Uses)
<b>Site Area:</b> 0.57 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Site of Hillfoot Steel, Penistone Road North, Wadsley Bridge	
<b>Preferred Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a vacant and prominent site fronting on Penistone Road, which is a Gateway Route in Core Strategy policy CS75</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Likely contamination from surrounding previous industrial uses to be investigated</li> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Residential

The Upper Don Valley has large areas of established housing to the west of Penistone Road in Hillsborough and Walkley. Where opportunities exist we have allocated new sites for housing to help contribute to the housing land requirement in Core Strategy policy CS22.

<b>Site Ref:</b> P00516	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.30 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Gilders Car Showroom, Middlewood Road, Middlewood	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This brownfield site is adjacent to an existing residential area</li> <li>• The site is in single ownership</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Possible contamination due to former industrial use to be further investigated</li> <li>• The site has received planning permission for housing</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

## Flexible Use

<b>Site Ref:</b> P00249	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.63 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Ash Street / Langsett Road, Upperthorpe	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Site to be assessed for ecological value and features of value safeguarded</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a vacant greenfield site in a highly sustainable location and close to existing housing and local services</li> <li>• The site contains a mix of native and exotic trees and shrubs and is bordered by a band of woodland along its north eastern edge (Penistone Road)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Private developers to develop the site</li> <li>• Completion estimated to be in the medium term (by 2021) but will depend on how much other greenfield land has been developed in the previous five years (see Core Strategy policy CS2)</li> </ul>	

<b>Site Ref:</b> P00251	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 1.07 hectares	<b>Policy Area:</b> General Employment Area
<b>Site Address:</b> Livesey Street, Hillsborough	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Loxley and from any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a large site in single ownership in an employment location</li> <li>• The policy area provides flexibility here by allowing a range of employment uses</li> <li>• There is a medium probability of the site flooding</li> <li>• The River Loxley is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion expected to be in the short term (by 2013)</li> </ul>	

## 16 ALLOCATED SITES IN THE SHEAF VALLEY AND NEIGHBOURING AREAS

### Retail

The City Centre shopping areas are complemented by the cluster of retail warehouse allocations at the edge of the centre. One of these is located on the south side of the Inner Ring Road.

### Sites with Required Uses

<b>Site Ref:</b> P00529	<b>Type of Allocation:</b> Retail Warehouse
<b>Site Area:</b> 0.90 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Boston Street (Remploy)	
<b>Required Use:</b> Retail warehouses (A1) and associated car parking to cover at least 90% of the area	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development selling mainly bulky goods (such as carpets, furniture, electrical and DIY goods)</li> <li>• Street entrances to allow easy access across St Mary's Gate from the neighbouring allocation (P00527)</li> <li>• Design to be of a high standard with quality materials; design of retail frontages and boundary treatment to provide an attractive environment</li> <li>• Service yards located to prevent unsightly views and car parks to be landscaped</li> <li>• Site layout to retain a view of, and route along, Boston Street to St Mary's Church</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The development would be close to the other allocations in the City Centre cluster of retail warehouses and is accessible by a pedestrian crossing under St Mary's Gate and high-frequency bus routes on Fitzwilliam Gate/ Cumberland Gate</li> <li>• The conditions ensure that any new development provides for a range of goods that is consistent with the current strategy for City Centre retailing</li> <li>• The site is at a Gateway Location on the Inner Ring Road (see policy G10) next to John Street Conservation Area; development, though low-density, needs to reflect the requirement for high-quality design and respond to its setting</li> <li>• The view of St Mary's church is an important feature in the townscape and Boston Street is part of the historic street pattern and provides access</li> <li>• There is a medium to high probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Redevelopment would arise from private sector demand</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	



## 17 ALLOCATED SITES IN THE NORTH EAST URBAN AREA

### Business and Industry

Land close to the boundary of the Lower Don Valley Area is strategically located to help meet the requirement for manufacturing, distribution/ warehousing and non-office businesses (see policies CS1 and CS5). Specific locations are provided for around Burngreave (policy CS11) and the Blackburn Valley (CS12).

### Sites with Required Uses

<b>Site Ref:</b> P00001	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 6.26 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Colliery Road	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding</li> <li>• The impact on the nearby motorway junctions to be assessed to inform any mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This former gas depot is an integral part of an existing industrial area</li> <li>• The site scores well on sustainability, is relatively free from constraints and marketable</li> <li>• Though accessible the site would generate traffic at potentially congested motorway junctions</li> <li>• There is a medium probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development has started and completion is estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00007	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.41 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Carlisle Street East, adjacent to Carwood Park Industrial Units, Atlas	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Developer contribution to create an access point to the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site is located within an established industrial area that can be accessed from strategic routes (Savile Street East)</li> <li>• It is currently used as a car park by adjacent premises, but has development potential, within an established industrial area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion is estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00010	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.40 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Cyclops Works, Carlisle Street, Burngreave	
<b>Required Uses:</b> Small scale research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is located within an established business and industrial area that has relatively good accessibility and is close to a strategic route</li> </ul>	
<b>How will it be delivered</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion is estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00013	<b>Type of Allocation:</b> Office
<b>Site Area:</b> 0.58 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Former Hartwell's site, Carlisle Street and Savile Street, Burngreave	
<b>Required Uses:</b> Office (B1a)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to create a gateway building fronting Spital Hill/Savile Street</li> <li>• Developer to complete public realm improvements at the corner of Spital Hill and Savile Street to match the rest of Spital Hill</li> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding</li> <li>• Safeguarding of the setting of the Wicker Arch and viaduct and the Don Sawmills</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Office development is required by the legal agreement with the planning permission for development of the wider site</li> <li>• Office development will complete a comprehensive scheme at this gateway location</li> <li>• Public realm works will continue the 'Steel Route', a high quality pedestrian route from this location, through the City Centre to Moorfoot</li> <li>• Office development will create further employment in a highly accessible location (in accordance with Core Strategy policy CS3)</li> <li>• A landmark building would enhance the gateway route into the City Centre and support economic transformation, in line with Core Strategy policy CS75</li> <li>• There is a medium to high probability of the site flooding</li> <li>• The neighbouring Wicker Arch and viaduct are Grade II* listed and the Don Sawmills are Grade II listed</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The S106 legal agreement requires completion of offices by 2015</li> </ul>	

<b>Site Ref:</b> P00017	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 6.44 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Prospects Business Park, Carlisle Street/ Petre Street, Grimesthorpe	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Enhancement of the Green Link along the public footpath between Petre Street and Carlisle Street East</li> </ul>	

**Justification:**

- This site is currently used for material recycling but has redevelopment potential to employ higher numbers of people with an improved physical environment
- It is located within an established industry and business area that is located close to a strategic route

**How will it be delivered**

- Development is expected to be by the private sector
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00028	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.48 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> West of Crown Hill, Petre Street, Grimesthorpe	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Site-specific measures to prevent unacceptable noise, dust or fumes to be included for industrial (B2) or other, unclassified industrial/ processing uses, and open storage (B8) uses</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site is located within an established industrial area</li> <li>• It has development potential within an established business and industrial area close to the Lower Don Valley (Core Strategy policy CS5)</li> <li>• Safeguards are required as the site is opposite the Loxley Court Care Home and less than 100m from other homes on Grimesthorpe Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion is estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00476	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.45 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former ROM Site, Bower Street/Tyler Street, Wincobank	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• The impact on the nearby motorway junctions to be assessed to inform any mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is relatively free from constraints and marketable and located within an established business/industrial area</li> <li>• It is within walking distance of Meadowhall Transport Interchange, providing good access for potential employees to the site.</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	



<b>Site Ref:</b> P00477	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 8.48 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Former William Lees Steel Works, north of Outokumpu, Blackburn Valley	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Measures to mitigate the impact of traffic on the nearby motorway junction</li> <li>Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site in developed functional flood plain</li> <li>Development to be set back 8 metres from the Blackburn Brook and from any flood defence on the site</li> <li>Impact on the motorway network to be assessed to inform mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>This former steel works site is an integral part of an existing industrial area</li> <li>The site has recently been cleared and is suitable for development</li> <li>There is a medium to high probability of the site flooding and it includes functional flood plain part of which is developed (see also Core Strategy policy CS67)</li> <li>The Blackburn Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development is expected to be by the private sector</li> <li>The present landowner is marketing the site for redevelopment</li> <li>Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Retail and Community Facilities

Two allocations are proposed to complete the development of the Chaucer District Centre, as proposed in the Core Strategy policy CS37. Whilst shops and community facilities are preferred the allocations allow a degree of flexibility to permit other uses that might still be appropriate in the Centre.

### Site without Required Uses

<b>Site Ref:</b> P00326	<b>Type of Allocation:</b> Retail/ Community facilities (as preferred uses)
<b>Site Area:</b> 0.40 hectares	<b>Policy Area:</b> District Centre
<b>Site Address:</b> Wordsworth Avenue/Buchanan Road/Deerlands Avenue, Parson Cross	
<b>Preferred Uses:</b> Retail (A1) or community facilities (D1)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Development to front onto the new public square at the Library and Learning Centre</li> <li>To include a pedestrian link from site P00299 to the new District Centre</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Development will complement the new Library Learning Centre and public square</li> <li>The development will contribute to the implementation of the Parson Cross Masterplan and Southey Owlerton Centres Strategy (2005) by providing a balance of commercial and public buildings providing a range of retail and public services</li> <li>Retail uses and community facilities would specifically contribute to the establishment of a new sustainable District Centre (Core Strategy policy CS37) and meet local needs (policy CS34)</li> <li>The corner location is important for the overall appearance and character of the centre</li> </ul>	

**How will it be delivered?**

- To be disposed of with a market brief (to be prepared by the City Council)
- Completion estimated to be in the medium term (by 2018)

<b>Site Ref:</b> P00428	<b>Type of Allocation:</b> Community Facilities (as Preferred Use)
<b>Site Area:</b> 0.70 hectares	<b>Policy Area:</b> District Centre
<b>Site Address:</b> Wordsworth Avenue/Buchanan Road, Parson Cross	
<b>Preferred Use:</b> Retail (A1) or community facilities (D1) including health centre	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Site layout, massing and landscaping to enhance the corner location and complement the new public square at the Library and Learning Centre</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This use of the site will contribute towards the provision of public services as proposed in the Parson Cross Masterplan and Southey Owlerton Centres Strategy</li> <li>• Retail uses and community facilities would specifically contribute to the establishment of a new sustainable District Centre (Core Strategy policy CS37) and meet local needs (policy CS34)</li> <li>• An additional health centre would meet the needs of large new housing development, within a presently deprived neighbourhood (Core Strategy policy CS44)</li> <li>• The corner location is important for the overall appearance and character of the centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Compulsory purchase of existing shop units is complete and the site has been cleared</li> <li>• The City Council is working with the NHS to deliver a health centre in the medium term (by 2021)</li> </ul>	

**Residential**

Most of the housing areas in North East Urban Sheffield are given priority in Core Strategy policies CS24 and CS25, being previously developed and located in a Housing Renewal Area. The housing sites are mainly in established residential areas, surrounded by other housing, and most provide opportunities to diversify the housing offer. They can help to strengthen the housing market in their neighbourhoods by providing modern and efficient homes in a variety of sizes and tenure types and with an improved layout including larger properties and to meet the needs of diverse communities in the area.

**Sites with Required Uses**

<b>Site Ref:</b> P00009	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.46 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Catherine Street/ Brotherton Street, Burngreave	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be integrated with the Somerset Open Space Area and site P00021</li> <li>• Somerset Road and Somerset Open Space Area to be improved, subject to funding</li> <li>• Provision of a mix of housing types to meet the local need of families</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The Burngreave Fir Vale Master Plan proposes new residential development for families to address current housing market weaknesses</li> <li>• Somerset Open Space needs to be safeguarded and improved to form the heart of the development (see Core Strategy policy CS45)</li> </ul>	

**How will it be delivered?**

- City Council has completed compulsory purchase of the site
- Disposal post 2013; completion estimated to be in the short term (by 2016)

<b>Site Ref:</b> P00011	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.92 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Earl Marshal Road, Firvale	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Integrate with Oowler Lane Neighbourhood Centre and Skinnerthorpe Road site through physical connections and design</li> <li>• A mix of housing types to meet the local need of families</li> <li>• Creation of a Green Link between Osgathorpe Park and the Northern General Hospital</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The Burngreave Fir Vale Master Plan proposes new residential development for families to address current housing market weaknesses</li> <li>• Integration with the Oowler Lane Centre and the Skinnerthorpe Road site is needed to support the regeneration of the Neighbourhood Centre, in line with the Burngreave Fir Vale Master Plan</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Included as a Sheffield Housing Company site</li> <li>• Completion programmed to be in the medium term (by 2017)</li> </ul>	

<b>Site Ref:</b> P00021	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.47 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Somerset Road/Richmond Street, Burngreave	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be integrated with the Somerset Open Space Area and site P0009</li> <li>• Catherine Street and Somerset Open Space Area to be improved, subject to funding</li> <li>• A mix of housing types to meet the local need of families</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The Burngreave Fir Vale Master Plan proposes new residential development for families to address current housing market weaknesses</li> <li>• Somerset Open Space needs to be safeguarded and improved to form the heart of the development (see Core Strategy policy CS45)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• City Council has completed compulsory purchase of the site</li> <li>• The site is cleared and due to be disposed of</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00029	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 5.95 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Woodside redevelopment site, Pitsmoor Road, Woodside	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development integrated with Stanley Fields Open Space Area</li> <li>• The new link road incorporated to new housing at the Stanley Tools site</li> <li>• A mix of housing types to meet the local need of families</li> </ul>	

- Playgrounds lost through clearance to be replaced within the redevelopment
- Grade II listed Pye Bank School to be retained

**Justification:**

- The Burngreave Fir Vale Master Plan proposes new residential development for families to address current housing market weaknesses
- Stanley Fields Open Space needs to be safeguarded and improved to form the heart of the development (see Core Strategy Policies CS45 and CS47) and serve the needs of residents in Burngreave and nearby City Centre residential developments

**How will it be delivered?**

- The City Council to extend ownership to include 243 Andover Street to demolish and retain for future disposal within the site
- Development activity at P00089, Chatham Street, will help increase interest
- The City Council as landowner will release a market brief and select a developer
- Completion estimated to be in the longer term (by 2026)

<b>Site Ref:</b> P00297	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.45 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 100-120 Buchanan Road and between Falstaff Road and Buchanan Road, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Some of the site to be used for a linear open space link to Parson Cross Park (as proposed in the Parson Cross Masterplan) to be co-ordinated between sites P00297, P00303 and P00305</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished as already proposed in the Parson Cross Masterplan</li> <li>• The site is near to facilities such as a park, school and proposed District Centre</li> <li>• The linear open space requirements will lead to better links with Parson Cross Park, as set out in the Parson Cross Masterplan</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The Parson Cross Masterplan continues to provide guidelines for the development of the wider 'Falstaff' development (and also covers sites P00302, P00303, P00304, P00305, P00312, P00323 and P00520)</li> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00299	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.17 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Buchanan Crescent/ Adlington Road, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development must include links through the site to connect Parson Cross Park and the proposed District Centre at Chaucer (site P00326)</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As site P00297</li> </ul>	

**How will it be delivered?**

- The site is on the market and will be disposed of to a private developer
- Completion programmed to be in the medium term (by 2021)

<b>Site Ref:</b> P00300	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.62 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Chaucer School Site, Halifax Road	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Design of development to be of a high quality</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has access to a range of community facilities at the proposed Chaucer District Centre, and will be close to a high-frequency bus route</li> <li>• Parson Cross Masterplan (2005) promotes adding to the mix of housing in the area</li> <li>• Quality of design should be consistent with the site's prominent location on a key route into the city</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is presently in Council ownership and will be marketed to a private developer</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00302	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.58 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Collinson Road/ Adrian Crescent, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• No site-specific conditions presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished as already proposed in the Parson Cross Masterplan</li> <li>• The site is near to facilities such as a park, school and proposed District Centre</li> <li>• Open space requirements will lead to more local open space provision and links with Parson Cross Park</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The Parson Cross Masterplan continues to provide guidelines for the development of the wider 'Falstaff' development (and also covers sites P00297, P00303, P00304, P00305, P00312, P00323 and P00520)</li> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00303	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.61 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Falstaff Crescent, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• As site P00297</li> </ul>	

**Justification:**

- New housing will replace the properties that were demolished as already proposed in the Parson Cross Masterplan
- The site is near to facilities such as a park, school, and proposed District Centre
- The open space will meet local needs and link with Parson Cross Park

**How will it be delivered?**

- As site P00302

<b>Site Ref:</b> P00304	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.52 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Falstaff Road/ Adrian Crescent, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• As site P00302</li> </ul>	
<b>Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As site P00297</li> </ul>	

<b>Site Ref:</b> P00305	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 4.19 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Falstaff Road/ Symons Crescent/ Murdoch Road	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions and Justification:</b>	
<ul style="list-style-type: none"> <li>• As site P00297</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The Parson Cross Masterplan continues to provide guidelines for the development of the wider 'Falstaff' development (and also covers sites P00297, P00302, P00303, P00304, P00312, P00323 and P00520)</li> <li>• A project brief has been produced for this site</li> <li>• Development will be through the Sheffield Housing Company</li> <li>• Planning permission for residential development has been granted</li> <li>• Completion programmed to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00306	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.59 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 179 - 229 (odds), Deerlands Avenue, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of Green Link as shown on Proposals Map. Size may be reduced if additional earthworks are undertaken to improve visibility into Parson Cross Park</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished</li> <li>• Development will also provide the opportunity to strengthen wildlife and where appropriate, pedestrian elements of the Green Links between Parson Cross Park and Tongue Gutter, based on the principles in the Parson Cross Masterplan</li> <li>• The site is near to facilities such as a park, school and proposed District Centre</li> </ul>	

**How will it be delivered?**

- Development will be achieved through the Sheffield Housing Company
- Completion estimated to be in the longer term (by 2026)

<b>Site Ref:</b> P00307	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.80 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 200 - 262 (evens) Deerlands Avenue, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• No site specific conditions presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished, as proposed in the Parson Cross Masterplan</li> <li>• The site is near to facilities such as a park, school and proposed District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As site P00306</li> </ul>	

<b>Site Ref:</b> P00308	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.95 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 354-384 (evens), Deerlands Avenue and former 285-287 (odds), Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of Green Link as shown on Proposals Map</li> </ul>	
<b>Justification and Delivery</b>	
<ul style="list-style-type: none"> <li>• As site P00306</li> </ul>	

<b>Site Ref:</b> P00309	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 4.03 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Fox Hill Crescent, Fox Hill	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties demolished as already proposed in the Fox Hill Masterplan</li> <li>• The site is near to facilities such as a park, school and neighbourhood centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development has commenced and should resume within the next few years following revisions to the scheme</li> <li>• Completion estimated to be in the medium term (by 2018)</li> </ul>	

<b>Site Ref:</b> P00310	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.60 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Fox Hill Recreation Ground (access off Fox Hill Road)	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Improvements to the quality of the remaining open space required to satisfy Core Strategy Policy CS47</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Although greenfield, development is proposed to create overlooking of Fox Hill Park</li> <li>Residential use is proposed in the Fox Hill Masterplan</li> <li>See also site P00309</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>As site P00309</li> </ul>	

<b>Site Ref:</b> P00312	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.50 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Launce Road/ Collinson Road, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions and Justification:</b>	
<ul style="list-style-type: none"> <li>As site P00302</li> </ul>	
<b>Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>As site P00297</li> <li>Completion programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00314	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.18 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Lytton Road/ Buchanan Road/ Wordsworth Avenue, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>New housing will replace the properties that were demolished as proposed in the Parson Cross Masterplan</li> <li>The site is near to facilities such as a park, school and new District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development will be through the Sheffield Housing Company</li> <li>Completion programmed to be in the longer term (by 2026)</li> </ul>	



<b>Site Ref:</b> P00315	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.83 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Margetson Crescent, New Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mature trees to be retained</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished as already proposed in the New Parson Cross Masterplan</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is owned by Southey Owlerton Area Regeneration (SOAR), who have prepared a market brief and will dispose of the site when the economic climate has improved</li> <li>• Completion estimated to be in the medium term (by 2018)</li> </ul>	

<b>Site Ref:</b> P00316	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.44 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Musgrave Road, Shirecliffe	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• No site specific conditions presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished as already proposed in the Shirecliffe Masterplan</li> <li>• The site is near to facilities such as a park and school</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through the Sheffield Housing Company</li> <li>• Completion programmed to be in the short term (by 2015)</li> </ul>	

<b>Site Ref:</b> P00317	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.57 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Crumpsall Road/ Crumpsall Drive, Shirecliffe	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As site P00316</li> </ul>	

<b>Site Ref:</b> P00320	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 7.70 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Parson Cross College (Colley site) Remington Road, New Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Highways improvements for better access and safety at nearby junctions</li> <li>• Improvements to pitches at Colley Park with maintenance arrangements, including drainage and changing facilities</li> <li>• Part of the site to include football pitches, tennis courts and other open space</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is near to facilities such as a park, school, improved neighbourhood centre (Margetson Crescent) and proposed District Centre at Chaucer</li> </ul>	

- Part of this site is greenfield but is identified in the New Parson Cross Masterplan
- The sports and open space related conditions compensate for the loss of open space on the site in an area that has a quantitative shortage

**How will it be delivered?**

- Sheffield College will dispose of the site and development is expected to be by the private sector
- Completion estimated to be in the short term (by 2016)

<b>Site Ref:</b> P00321	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 5.29 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Parson Cross College (Monteney site), Morrall Road/ Monteney Road, New Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As site P000320</li> </ul>	

<b>Site Ref:</b> P00323	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.50 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 16-42 Buchanan Road, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions and Justification:</b>	
<ul style="list-style-type: none"> <li>• As P00302</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As site P00297</li> </ul>	

<b>Site Ref:</b> P00414	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.63 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former tennis courts and adjacent land, Steel City sports ground, Shiregreen Lane, Firth Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Replacement of open space required by Core Strategy policy CS47</li> <li>• Design to prevent adverse effect on the playing fields, including visual, noise, safety, security and accessibility</li> <li>• Provision of a mix of housing types to meet local need</li> <li>• Pedestrian link to Bellhouse Road and vehicular access from Shiregreen Lane with 4 metre fence between road and run-off margin alongside pitch</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• There is a need for larger family dwellings, detached houses and bungalows in the North East Urban Area</li> <li>• Housing will increase levels of passive surveillance onto the remaining open space, which has been subject to anti-social behaviour</li> <li>• New housing will replace unattractive, former tennis courts, though technically greenfield The capital receipt from the land sale is earmarked for further improvements to the sports ground</li> <li>• There are sufficient tennis courts to meet local demand</li> <li>• The site is near to Firth Park District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As part of the Brightside/Shiregreen Neighbourhood Development Framework</li> </ul>	

- Disposal by the City Council (Parks) anticipated
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00415	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.57 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Hinde House School Lower Playing Field, Wincobank	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of a mix of housing types to meet local need</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Site identified for housing in the Brightside/Shiregreen Neighbourhood Development Framework (NDF)</li> <li>• The playing fields on the site are now disused and replaced as part of the new Hinde House School development</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00417	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.00 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Woodbury Road, Wincobank	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of a mix of housing types to meet local need</li> <li>• Mitigation of flood risk, including flood protection measures and design for resilience to flooding, to a very small area to the east part of the site</li> <li>• Development to be set back 5 metres from the adjoining watercourse</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Local need for housing has been demonstrated through public consultations on the Brightside/Shiregreen Neighbourhood Development Framework</li> <li>• There is currently a need for larger family dwellings, detached houses and bungalows in the North East Urban Area</li> <li>• Although technically greenfield, the site is in a poor state, detracting considerably from the character of the area, adjoining Concord Park and Woolley Woods</li> <li>• There is a high probability of a small area of the site flooding</li> <li>• Access to the watercourse is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Part of the site has a planning permission or housing</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00419	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.03 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Woolley Wood School, Shiregreen	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of a mix of housing types to meet local need</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is within an established housing area, close to open space at Concord Park</li> </ul>	

- The Brightside/Shiregreen Neighbourhood Development Framework has identified the site for new housing
- There is currently a need for larger family dwellings, detached houses and bungalows in the North East Urban Area

**How will it be delivered?**

- The school has closed and there is current interest in developing the site for housing
- Completion expected to be in the short term (by 2016)

<b>Site Ref:</b> P00443	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.10 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Mansel Crescent/Mansel Road, New Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to take account of an electricity sub-station on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing would replace the previous housing, now demolished</li> <li>• The site is near to facilities such as a park, school and proposed District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through the Sheffield Housing Company</li> <li>• Completion programmed to be in the longer term (by 2023)</li> </ul>	

<b>Site Ref:</b> P00444	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.80 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Mansel Crescent/ Mansel Road, New Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Access to the shops fronting Chaucer Road to be maintained</li> </ul>	
<b>Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As site P00443</li> </ul>	

<b>Site Ref:</b> P00520	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.72 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former 131-169, 166-200 Buchanan Road, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• As P00302</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• New housing will replace the properties that were demolished on a cluster of four small sites</li> <li>• The site is near to facilities such as a park, school and the proposed District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The Parson Cross Masterplan continues to provide guidelines for the development of the wider 'Falstaff' development (and also covers sites P00297, P00302, P00303, P00304, P00312 and P00323)</li> <li>• A project brief has been prepared for the site</li> </ul>	

- Development will be achieved through the Sheffield Housing Company
- Completion programmed to be in the short term (by 2016)

<b>Site Ref:</b> P00523	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.44 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Wordsworth Avenue, Parson Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Trees along the rear boundary of the site should be incorporated in the development</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• It is a brownfield site and part of the wider residential area</li> <li>• New housing will replace the properties that were demolished</li> <li>• The site is close to facilities such as Colley Park, Montenev Primary School and the Neighbourhood Centre on Margetson Crescent</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is a Council owned site and it will be marketed to a private developer</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

## Mixed Use

### Site without Required Uses

<b>Site Ref:</b> P00022	<b>Type of Allocation:</b> Flexible (see Policy H1)_
<b>Site Area:</b> 1.94 hectares	<b>Policy Area:</b> Business Area
<b>Site Address:</b> Spital Hill, Burngreave	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• No residential uses fronting Inner Ring Road and Spital Hill</li> <li>• A landmark building to front Inner Ring Road and Spital Hill</li> <li>• Safeguarding of Spital Hill Works (Lion Works) on the site</li> <li>• Safeguarding of the setting of the Wicker Arch and viaduct</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Required uses are not specified because of multiple ownerships</li> <li>• This area will form part of the gateway between Spital Hill and the City Centre and employment uses are needed to complement the regeneration of Spital Hill as proposed in the Burngreave Fir Vale Masterplan (2005)</li> <li>• Residential development fronting the junction of Spital Hill and Savile Street is unacceptable for noise and air quality Justification</li> <li>• Spital Hill Works (Lion Works) within the site and the nearby Wicker Arch and viaduct are Grade II listed</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As the regeneration of Spital Hill progresses interest in the area will increase and the new superstore (opposite the site) will be a key catalyst for regeneration</li> <li>• If required, a brief will be prepared to help encourage comprehensive development</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## General Employment and Flexible Use Areas

<b>Site Ref:</b> P00015	<b>Type of Allocation:</b> Flexible (see Policy H1)
<b>Site Area:</b> 1.07 hectares	<b>Policy Area:</b> General Employment Area
<b>Site Address:</b> Oakham Drive/Rutland Road, Woodside	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Significant trees to be retained along the southern boundary of the site by the railway</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site is located within an established employment area</li> <li>• The trees for retention are in the Strategic Green Network (see Core Strategy, policy CS73)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00026	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 1.15 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Rutland Road, Woodside	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Surveillance to Stanley Fields open space area is required</li> <li>• Employment rather than housing uses along the frontage at Rutland Road</li> <li>• A link road to be provided to Pitsmoor Road across Stanley Fields</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Both residential and employment uses are proposed for the site in the Burngreave Fir Vale Master Plan, but parts are more suitable to these uses than others, making it inappropriate to allocate the site fully for either use</li> <li>• Residential uses should link to Woodside to provide natural surveillance to Stanley Fields</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site will be developed by private developers</li> <li>• Completion estimated to be in the medium term (by 2018)</li> </ul>	



## 18 ALLOCATED SITES IN THE SOUTH EAST URBAN AREA

### Business and Industry

Core Strategy policy CS5(c) identifies Orgreave as a location for manufacturing, distribution/warehousing and other non-office businesses.

#### Sites with Required Uses

<b>Site Ref:</b> P00155	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.13 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Former Asda site, Orgreave Place, Handsworth	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Surrounding land uses are long established mixed business and industrial</li> <li>• The site would provide employment uses close to where people live, and to frequent public transport on Retford Road</li> <li>• The site is suitable for general industrial/business and incubator/Small and Medium Enterprise clusters</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• The site is within an area that has permission for industry (B2) that is partly implemented</li> <li>• Completion expected to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00156	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.52 hectares	<b>Policy Area:</b> Business and Industry Area
<b>Site Address:</b> Scaffold Yard, Orgreave Place, Handsworth	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As for site P00155</li> </ul>	

### Retail

Core Strategy aims to strengthen Neighbourhood Centres in the Housing Market Renewal Area where the retail element would be commercially viable (policy CS39) and to provide primary health centres in areas of changing need (policy CS44).



## Sites with Required Uses

<b>Site Ref:</b> P00328	<b>Type of Allocation:</b> Mixed Use
<b>Site Area:</b> 0.88 hectares	<b>Policy Area:</b> Neighbourhood Centre
<b>Site Address:</b> Beldon Road B, Norfolk Park	
<b>Required Uses:</b> Retail (A1) and housing (C3)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• The retail element to be of an appropriate scale to serve the neighbourhood</li> <li>• Any housing development to be located above or behind shopping frontages</li> <li>• An existing group of trees at the northern edge of the site to be retained</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• A new Neighbourhood Centre including a health centre is required for the regeneration of Norfolk Park and the Beldon Road site is the most accessible location available</li> <li>• The area lacks shops following the vacation of premises in the former shopping parade at Park Grange Drive and the medical practice at Tower Drive is being replaced by a new health centre</li> <li>• The residential development should be sited where it could complement the commercial functions of the new centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council has approved a planning brief and market brief</li> <li>• The Council will dispose of the remaining land on the open market for private development</li> <li>• Developer(s) will use their own capital or borrowing to fund the commercial elements</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Residential

Most of the housing areas in South East Urban Sheffield are given priority in Core Strategy policies CS24 and CS25, being previously developed and located in a Housing Renewal Area. The housing sites are mainly in established residential areas, surrounded by other housing and most provide opportunities to diversify the housing offer. They can help to strengthen the housing market in their neighbourhoods by providing modern and efficient homes in a variety of sizes and tenure types and with an improved layout including larger properties and to meet the needs of diverse communities in the area.

## Sites with Required Uses

<b>Site Ref:</b> P00162	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.49 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Handsworth First School, St Joseph's Road, Handsworth	
<b>Required Uses:</b> Housing (C3) or residential institution (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is in a suitable location for high density housing and is accessible, being close to local shops and a high frequency public transport route on Handsworth Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development or promotion of site by owner</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00203	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.02 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Blagden Street (land to rear of 40 Manor Oaks Road), Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Housing is more compatible with established surrounding uses than the existing use and reflects the City Road Neighbourhood Development Framework</li> <li>• There is a need for larger family housing across the area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development would be by the private sector</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00204	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.64 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Castle College North Site, Granville Road, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• High quality to help improve the image of this area</li> <li>• Safeguarding of the setting of the neighbouring Monument Grounds and Cholera Memorial</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is close to a full range of public transport links and at the edge of the City Centre</li> <li>• It serves as a gateway to and overlooks the City Centre and high quality is needed because the site is in a prominent location on a main route into the city</li> <li>• The Monument Grounds are a Grade II registered Historic Park containing the Grade II listed Cholera Monument and located within the Norfolk Road Conservation Area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site has been purchased by the Homes and Communities Agency</li> <li>• Completion programmed to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00205	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.46 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Site of Claywood Tower Blocks, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Open space to the west/ south west of the site,</li> <li>• Landscape improvements to neighbouring Open Space outside the developable area, including improved pedestrian routes between Sheaf Valley Park and Monument Grounds</li> <li>• Safeguarding of the setting of the Monument Grounds, the Cholera Monument and other parts of the Norfolk Road Conservation Area</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The redevelopment of the site would contribute to the regeneration of the Housing Renewal Area, by providing high quality housing on a visible site on its edge</li> <li>• The open space is needed to maintain the view from Sheaf Valley Park to the Cholera Monument and form part of the green link from Park Square to Norfolk Park</li> <li>• The Monument Grounds are a Grade II Historic Park containing the Grade II listed Cholera Monument and the site is also next to other parts of the Norfolk Road Conservation Area</li> </ul>	

**How will it be delivered?**

- This site is to be delivered by the Sheffield Housing Company
- The provision of the open space to be agreed early in the design process
- Completion programmed to be in the medium term (by 2021)

<b>Site Ref:</b> P00206	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.99 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Cricket Inn Road, Wybourn	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Informal open space at Cricket Inn Crescent to be replaced on-site if required for development</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site could contribute to the area's selective redevelopment by providing a mix of higher quality housing types and tenures, or helping to meet the shortage of larger, family type housing</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• A brief will be produced to ensure that the mix and design meet regeneration objectives</li> <li>• City Council to dispose of the site for residential development</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00208	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 6.10 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Fretson Road/ Motehall Road, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2) or community facilities (D1)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Redevelopment here, would support the Manor Neighbourhood Development Framework</li> <li>• Education and an Extra Care Scheme are both potential uses for parts of the site, although neither has been confirmed as yet. A school would be likely to require 2.2 to 2.4 hectares</li> <li>• If neither of these uses is ultimately required on the site, it will all be developed for housing</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Currently programmed for construction 2024-2031 but available and potentially deliverable sooner if market demand increases</li> </ul>	

<b>Site Ref:</b> P00209	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.54 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Harborough Avenue/ Vikinglea Drive, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site could contribute towards meeting the shortage of larger homes in the area, identified in the Strategic Housing Market Assessment and Manor Neighbourhood Development Framework</li> <li>• The site is within the Manor Neighbourhood Development Framework and needs to be redeveloped for housing to meet the objectives associated with the demolition of former properties</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• A brief will be produced to ensure that the mix and design meet regeneration objectives</li> </ul>	

- The City Council will dispose of the site for residential development
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00210	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.61 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> <b>Harborough Road / Harborough Rise, Manor</b>	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Green links to be created to the open space area</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site could contribute towards meeting the shortage of larger homes in the area, identified in the Strategic Housing Market Assessment and Manor Neighbourhood Development Framework</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00211	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.87 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> <b>Maltravers Road, Wybourn</b>	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Redevelopment here would support the regeneration of Wybourn as proposed in the South Area Development Framework</li> <li>• There is potential for this site to address the demand for larger family housing in the area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• A brief will be produced to ensure that mix and design contribute to regeneration objectives</li> <li>• City Council to dispose of the site for residential development</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00212	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 9.40 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> <b>Manor Gateway Site, off Prince of Wales Road</b>	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• A green link to be created to reinforce the Green Network and improve access to Woodthorpe Ravine</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Residential development here would support regeneration through the Manor Neighbourhood Development Framework</li> <li>• This site presents an opportunity for higher quality development, and a mix of types and tenures of housing, including the potential to meet the demand for larger family housing in the area</li> <li>• The prominent location of the site next to both a main transport route (Prince of Wales Road) and the Manor Top District Centre creates an opportunity for a 'gateway' to the Manor neighbourhood</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> </ul>	

- The provision of the green link to be agreed early in the design process
- Completion programmed to be in the longer term (by 2026)

<b>Site Ref:</b> P00213	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.08 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Manor Community Centre	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site could contribute towards meeting the shortage of larger homes in the area, identified in the Strategic Housing Market Assessment and Manor Neighbourhood Development Framework</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The South Sheffield Regeneration Team, Manor and Castle Development Trust, and the Homes and Communities Agency have considered the potential for a community land trust development model for the site</li> <li>• Development may be delivered through the private sector if the Community Land Trust Model is not pursued</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00214	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.74 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Manor Park Avenue	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding the settings of neighbouring heritage assets, including Manor Lodge and the City Road Cemetery</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site, together with P00226, has been identified in the Wybourn Arbourthorne Masterplan for new housing of a different character and type to that which currently dominates in Wybourn, and which will respect the historic Manor Lodge</li> <li>• The site has potential to provide larger family housing which is needed in the area and which is identified in the Strategic Housing Market Assessment</li> <li>• Manor Lodge is a Scheduled Ancient Monument with neighbouring Grade II Listed Buildings and City Road Cemetery is a Grade II Historic Park</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00215	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.84 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Manor Site 8, Queen Mary Road/ Fretson Road, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Redevelopment here would support the regeneration as proposed in the Manor Development Framework</li> </ul>	

**How will it be delivered?**

- Development will be by the private sector
- Completion estimated to be in the short term (by 2016)

<b>Site Ref:</b> P00217	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.90 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Wulfric Road / Windy House Road, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is a key area for change in the Manor Neighbourhood Development Framework</li> <li>• This is a long standing demolition site where regeneration is needed</li> <li>• There is good access to high-frequency bus routes on City Road, and shops and services on City Road and at Manor Top</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00222	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 4.62 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Park Hill Flats (Phases 2-4), Duke Street, Sheffield	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding the character and setting of Park Hill Flats and the Norfolk Road Conservation Area</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Redevelopment of the flats will support the creation of a gateway where Park Hill joins Duke Street, as proposed in the City Road Neighbourhood Development Framework</li> <li>• The site is highly visible and occupies an edge-of-city-centre location so apartments are more suited to this location and the potential market than larger houses</li> <li>• The site is highly accessible from the Sheffield Station tram stop and from bus routes</li> <li>• Park Hill Flats are a Grade II* Listed Building and the site is next to Norfolk Road Conservation Area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The entire site is currently the subject of a major regeneration programme in four principal phases; work has started on Phase 1 of the redevelopment and Urban Splash is fully committed to completing the scheme</li> <li>• Some funding is being provided from the Homes and Communities Agency</li> <li>• Completion of all four phases programmed to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00223	<b>Type of Allocation:</b> Housing Site
<b>Site Area:</b> 5.84 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Phase D, Stonecliffe Road, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is a key area for change in the Manor Neighbourhood Development Framework</li> </ul>	

- This site could meet the local need for a greater range of housing types and tenures, including larger units
- With adjoining site P00208, it is large enough to potentially include a small retail element and apply Lifetime Neighbourhoods principles

**How will it be delivered?**

- Development will be achieved through the Sheffield Housing Company
- Currently programmed for construction 2025-2029 but available and potentially deliverable sooner if market demand increases

<b>Site Ref:</b> P00226	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.68 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Seaton Crescent, Manor Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has been identified in the Wybourn, Manor Park and Arbourthorne Masterplan for new housing that can add a range of new housing types and tenures, and create a new 'character' area that is sympathetic to the nearby historic Manor Lodge</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site has planning permission, given April 2012</li> <li>• Development will be by a registered housing provider</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00228	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.30 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Skye Edge Avenue A, Wybourn	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be very high quality</li> <li>• A landmark building to be created in line with the Master Plan</li> <li>• Views into and out of the site to be maximised</li> <li>• An area of play to be created in Skye Edge Park</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site presents an opportunity for higher quality development, and a mix of types and tenures of housing, including the potential to meet the demand for larger family housing in the area</li> <li>• Very high quality is needed because of the site's prominent location within an area proposed in the Masterplan for transformational neighbourhood change, and a landmark building is part of the vision for the area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council, as landowner, will release a market brief for development of the site and promote the opportunity to developers</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00230	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.70 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> St. John's School, Manor Oaks Road, Wybourn	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is no longer required for education use</li> <li>• Development could help to meet the shortage of larger, family type housing</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• A brief will ensure that the mix and design contribute to regeneration objectives</li> <li>• The City Council/ Diocese will promote the development opportunity with developers</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00330	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.31 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Daresbury Drive, Newfield Green	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Space next to East Bank Road to be retained for a Green Link connecting greenspaces to the north and south of the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is an integral part of this residential neighbourhood with good access to local shops at Newfield Green and a high frequency bus service</li> <li>• The City Council has already approved the principle of replacing housing here in the adopted masterplan for the Wybourn Arbourthorne Manor Park area</li> <li>• The Green Link is required to allow movement of wildlife between Local Nature Sites at Black Bank and Buck Wood</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through the Sheffield Housing Company</li> <li>• Completion programmed to be in the medium term (by 2017)</li> </ul>	

<b>Site Ref:</b> P00333	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.42 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Kenninghall Drive, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Some informal open space to be laid out (including some children's play provision) and supported by a funded maintenance plan</li> <li>• A buffer approximately 6m wide between new development and the Black Bank Local Nature Site</li> <li>• Development to respect any trees that need to be retained</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is close to local shops planned for the proposed Neighbourhood Centre at Beldon Road (see site P00328) and benefits from good access to high frequency bus and tram services</li> <li>• The City Council has already approved the principle of replacing housing here in the adopted masterplan for the Norfolk Park area</li> <li>• Provision of the informal open space would meet needs of this site and site P00330, Daresbury Drive, in accordance with policy D2</li> </ul>	



**How will it be delivered?**

- Development will be through the Sheffield Housing Company
- Completion programmed to be in the medium term (by 2020)

<b>Site Ref:</b> P00335	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.52 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Park Grange Drive, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding of the setting of Norfolk Park</li> <li>• Development to respect any trees that need to be retained</li> <li>• A buffer should be retained between development and the Jervis Lumb Local Nature Site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The new local shopping centre planned for the Beldon Road site will replace the obsolete shopping parade on this site</li> <li>• The neighbouring Norfolk Park is a Grade II Historic Park</li> <li>• See also Justification for site P00333</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through the Sheffield Housing Company</li> <li>• Completion programmed to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00336	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 4.28 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Park Spring Drive A, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to incorporate a new road link from East Bank Road to Park Spring Drive to better connect Norfolk Park to adjoining neighbourhoods</li> <li>• Retain mature woodland and the green link between Black Bank and landscaped areas within the Queens Tower complex and beyond, with the exception of trees in the path of the new access road</li> <li>• Parking to be provided for existing residents on Park Spring Drive</li> <li>• Safeguarding of the setting of the Queen's Tower and neighbouring buildings</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The principle of replacing housing over the lower half of this site is already accepted in the adopted masterplan for Norfolk Park</li> <li>• The site has good access to high frequency tram services</li> <li>• The medical practice on this site will be incorporated in the primary health care centre planned as part of the new Neighbourhood Centre at Beldon Road (see site P00328)</li> <li>• The site surrounds a number of Listed Buildings around Queen's Tower</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through Sheffield Housing Company</li> <li>• Planning permission for 86 houses on the southern half of this site has been granted and is valid until April 2015</li> <li>• Completion expected to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00337	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.02 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Park Spring Drive B, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Site layout to retain some areas of mature woodland</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The principle of replacing housing on this site is already accepted in the adopted masterplan for Norfolk Park</li> <li>• The site has good access to high frequency bus and tram services</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be through Sheffield Housing Company</li> <li>• Planning permission for 30 houses has been granted and is valid to April 2015</li> <li>• Completion programmed to be in the short term (by 2014)</li> </ul>	

<b>Site Ref:</b> P00338	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.43 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> SR Gents factory, East Bank Road, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Layout to prevent noise impact from emergency generator in the business north of the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has good access to local shops on East Road and a high-frequency bus service</li> <li>• Noise from the occasional testing of the emergency generator would cause disturbance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site will be developed by a private developer using their own capital and borrowing to fund development</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00356	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.40 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Next to 45 Spring Close Mount, Gleadless Valley	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect any trees that need to be retained</li> <li>• Possible provision to be made for dealing with additional discharge of surface water</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has reasonable access to local shops at Gleadless Townend and a high frequency bus service</li> <li>• The site has an area tree preservation order that will influence the site layout</li> <li>• Yorkshire Water has identified the possibility of a sewerage constraint because of limited capacity in the existing local public sewer network</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site will be developed by a private developer using their own capital and borrowing to fund development</li> <li>• Full planning permission has been granted for 57 apartments</li> <li>• Completion estimated to be in the medium term (by 2018)</li> </ul>	

<b>Site Ref:</b> P00360	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.00 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Gaunt Road (previously 95-381), Hemsworth	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect the adjoining nature conservation area and any trees that need to be retained</li> <li>• Possible provision to be made for dealing with additional discharge of surface water</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has good access to local shops at Blackstock Road and medium frequency bus services</li> <li>• Sympathetic development is necessary on the western edge next to Leeshall Wood which is an ancient woodland designated as a Local Nature Reserve</li> <li>• Yorkshire Water has identified the possibility of a sewerage constraint because of limited capacity in the existing local public sewer network</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council will dispose of the site on the open market with the private developer using their own capital or borrowing</li> <li>• Site levels may require some engineering works to achieve satisfactory access but residential development is achievable</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00361	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.98 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Hemsworth School, Blackstock Road	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect any trees that need to be retained, particularly those fronting onto Mawfa Lane</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• It has good access to local shops at Constable Road and Blackstock Road and a medium frequency bus service to other facilities in the wider district</li> <li>• The site is vacant and no longer required for education purposes so its allocation for housing would help to recycle urban land</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council will dispose of the site on the open market for private development with the developer using their own capital or borrowing to fund the scheme</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00424	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.94 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Bluestones Primary School, Norfolk Park	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding of the setting of Norfolk Park</li> <li>• A buffer to be provided between development and the Jervis Lumb Local Nature Site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site will be close to local shops within the proposed Neighbourhood Centre at Beldon Road (see site P00328) and has good access to high frequency tram services</li> </ul>	

- The site is no longer required for education or open space purposes as a new school with associated outdoor space has been built nearby at Guildford Avenue
- The neighbouring Norfolk Park is a Grade II Historic Park

**How will it be delivered?**

- The City Council will dispose of the site on the open market or to Sheffield Housing Company
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00433	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.91 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Errington Crescent/ Errington Road, Arbourthorne	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Some older persons housing to be included</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has good access to local shops at Northern Avenue and a medium frequency bus service</li> <li>• The City Council has already approved the principle of replacing housing here in the adopted masterplan for the Wybourn Arbourthorne Manor Park area</li> <li>• The older persons' housing is needed in this first development phase to give an opportunity for existing residents affected by clearance to remain in the locality</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council has selected a development partner to provide the older persons' housing scheme and planning permission for 56 units on land adjoining East Bank Road has been granted subject to a legal agreement</li> <li>• A development partner will be selected to develop the remainder of the site for market housing</li> <li>• Completion of the whole site estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00434	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.33 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Berners Road/ Berners Place, Arbourthorne	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Layout to provide a green link between green spaces to the north and south of this site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has good access to local shops at Northern Avenue and a medium-frequency bus service</li> <li>• The City Council has already approved the principle of replacing housing here in the adopted masterplan for the Wybourn Arbourthorne Manor Park area</li> <li>• The Green Link is required to facilitate movement of wildlife across the site (see Core Strategy policy CS73)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council will select a development partner on the basis of responses to a market brief</li> <li>• The Council will acquire the site by agreement or compulsorily as a last resort</li> <li>• The cost of rehousing and site acquisition will be covered by a combination of Local Growth Fund and Council resources with developers funding the new scheme</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00435	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.80 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Algar Place/ Algar Road, Arbourthorne	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site has good access to local shops at Northern Avenue and City Road and high frequency bus and tram services</li> <li>• The City Council has already approved the principle of replacing housing here in the adopted masterplan for the Wybourn Arbourthorne Manor Park area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• As for site P00434</li> </ul>	

<b>Site Ref:</b> P00439	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.48 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Scotia Drive, Manor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be designed to overlook Manor Fields Park to provide greater safety through surveillance</li> <li>• Physical access to be created to the park if feasible</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is in a key area for change in the Manor Neighbourhood Development Framework</li> <li>• The site provides an opportunity to meet the local need for a greater range of housing types and tenures, including larger units</li> <li>• There is good access to high frequency bus routes on City Road, as well as shops and services on City Road and at Manor Top</li> <li>• Physical access would make it more convenient for residents to use the park</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development will be achieved through the Sheffield Housing Company</li> <li>• Completion programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00499	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.60 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Dairy Distribution Centre, Hemsworth Road, Norton	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to retain and re-use four buildings of heritage value comprising the former courtyard plan farm complex</li> <li>• Mature trees around the boundaries of the site to be retained</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Residential development could help meet the demands of the housing market in Norton Woodseats</li> <li>• The site has good access to local shops on Derbyshire Lane and to medium frequency bus services</li> <li>• The property will no longer be required for business purposes</li> <li>• The three 18<sup>th</sup> century agricultural and residential buildings are of high local aesthetic, evidential, communal and historical value</li> </ul>	

**How will it be delivered?**

- Development is expected to be by the private sector
- Completion estimated to be in the short term (by 2016)

<b>Site Ref:</b> P00511	<b>Type of Allocation:</b> Housing and Open Space
<b>Site Area:</b> 4.01 hectares	<b>Policy Areas:</b> Housing Area and Open Space Area
<b>Site Address:</b> Former SHU Playing Fields, Hemsworth Road, Norton	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2) and open space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Residential development not to proceed without an agreement to re-instate at least 2.67 hectares of the site for a full-sized cricket oval or other pitches of an appropriate standard and/or another type of open space required to satisfy needs in the district. (Configuration of the policy areas over this site on the Proposals Map is indicative and not meant to constrain options for a successful development scheme that satisfies this condition.)</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is surrounded by housing</li> <li>• The site has good access to local shops on Derbyshire Lane and to medium frequency bus services</li> <li>• The former playing field is of a quality that merits reinstatement to meet future needs for sports provision and other recreational uses in a district that is otherwise constrained by its topography</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Access to the site still needs to be secured</li> <li>• Co-ordinated scheme to be developed and funded by the private landowners with the open space facility to be dedicated to other parties as necessary, with a management agreement</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00522	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.52 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Smelterwood Road, Stradbroke	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Identified mature trees incorporated within site layout</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a suitable site for high-density housing, in an accessible location close to local shops and to high-frequency public transport on Smelterwood Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• City Council promotion of the opportunity to a house builder</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	



## 19 ALLOCATED SITES IN THE SOUTH AND WEST URBAN AREA

### Residential

The Core Strategy does not propose major residential growth in the South-West of Sheffield. But, opportunities are taken to safeguard sites, mainly in existing residential areas, that can help to meet need and demand in this part of the city without having a harmful effect on its areas of character (see policy CS31). These sites would also help to recycle urban land (see policy CS24).

### Sites with Required Use

<b>Site Ref:</b> P00235	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.42 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former British Glass Laboratories, Northumberland Road, Crookesmoor	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguarding of the setting of the neighbouring church, boundary wall and bridge</li> <li>• No hostels, purpose-built student accommodation or Houses in Multiple Occupation</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is close to a high-frequency public transport route and a wide range of shops and community facilities</li> <li>• Development here is highly likely and no constraints have been identified</li> <li>• The neighbouring Unitarian church is a Grade II Listed Building</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Private housing developers to develop the site</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00343	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.50 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Gilders Car Showroom site, Ecclesall Road, Banner Cross	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2) (at least 65% of the area)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision for any necessary off-site highway improvements</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is close to Banner Cross District Centre and benefits from good access to high frequency bus services to other facilities in the wider district</li> <li>• Although close to the edge of the District Centre major highway constraints limit the capacity for retailing, which requires regular deliveries by heavy goods vehicles and generates many car-based shopping trips</li> <li>• Non-residential development of part of the site may be needed to make best use of existing structures and site levels</li> <li>• Off-site highway works are likely to be needed to enable vehicle access</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Permission has been granted for residential and retail use but is subject to a legal agreement</li> </ul>	



- Development is expected to be by the private sector
- Completion estimated to be in the medium term (by 2019)

<b>Site Ref:</b> P00346	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.32 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Holiday Inn, Manchester Road, Broomhill	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect both Broomhill and Endcliffe Conservations Areas</li> <li>• No hostels, purpose-built student accommodation or Houses in Multiple Occupation</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is close to Broomhill District Centre, and so has good access to community facilities, shops and high-frequency public transport</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector</li> <li>• An existing planning permission for housing is valid until December 2012</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00350	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.07 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Sheffield Hallam University Campus, Psalter Lane, Nether Edge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to re-use the former Bluecoat School building and enhance the Nether Edge Conservation Area</li> <li>• The tree belt on the Psalter Lane frontage and woodland to the former quarry face beneath Brincliffe Hill to be retained and protected</li> <li>• No vehicular access (except for emergency services) from Psalter Lane</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Sheffield Hallam University has relocated its accommodation to more central sites and this site has become vacant</li> <li>• The site is close to Banner Cross District Centre and benefits from good access to high frequency bus services</li> <li>• The site includes buildings of character in a Conservation Areas, which should be retained</li> <li>• The trees within the named areas are the most important on site and are worthy of protection under a Tree Preservation Order</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Development is expected to be by the private sector and permission has been granted for 40 houses and 22 apartments subject to a legal agreement</li> <li>• Completion expected to be in the short term (by 2015)</li> </ul>	

<b>Site Ref:</b> P00353	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.59 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Tipton Hall of Residence, Crookes Road, Broomhill	
<b>Required Use(s):</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Coach House, Hadow House and remnants of the historic garden wall to be retained</li> </ul>	

- Safeguard the character of the conservation area and setting of two adjacent Grade II listed buildings
- The neighbouring open space should be safeguarded for public enjoyment
- No hostels, purpose-built student accommodation or Houses in Multiple Occupation

**Reasons:**

- The site is in a predominantly residential area
- The site is close to Broomhill District Centre, with a wide range of facilities; and the site is next to a high frequency bus route
- An appeal decision in 2008 confirmed the value of the remnants of the historic garden wall but also acknowledged that some development of the garden would be acceptable in principle

**How will it be delivered?**

- Development is expected to be by the private sector
- An existing planning permission for housing is valid until August 2014 but the site is being re-marketed
- Completion expected to be in the short term (by 2016)

**Site Ref:** P00357**Type of Allocation:** Housing**Site Area:** 0.96 hectares**Policy Area:** Housing Area**Site Address:** Former Hazlebarrow School, Hazlebarrow Crescent, Jordanthorpe**Required Uses:** Housing (C3) or residential institutions (C2)**Conditions on Development:**

- Development to respect any trees that need to be retained
- Provision to be made, if required, for dealing with additional discharge of surface water

**Justification:**

- Residential development could help to strengthen the housing market in Jordanthorpe
- The site has good access to local shops and a medium frequency bus service
- An area equivalent to the footprint of the former school buildings is no longer required for education or open space
- Yorkshire Water has identified the possibility of a sewerage constraint because of limited capacity in the existing local public sewer network

**How will it be delivered?**

- The City Council will dispose of the site on the open market
- Development is expected to be by the private sector
- Completion estimated to be in the medium term (by 2021)

**Site Ref:** P00403**Type of Allocation:** Housing**Site Area:** 2.87 hectares**Policy Area:** Housing Area**Site Address:** King Ecgbert's Upper School, Furniss Avenue, Dore**Required Uses:** Housing (C3) or residential institutions (C2)**Conditions on Development:**

- Access required for the playing field through the site to the playing field
- Development to ensure an equivalent public footpath network connecting to existing pedestrian access points to site
- Development to respect the setting, character and views of the nearby Conservation Area and adjacent open spaces
- Retain the tree belt behind dwellings on Furniss Avenue and other trees that are worthy of preservation

**Justification:**

- The site is within acceptable reach of shops and community facilities at or near Dore Neighbourhood Centre and sufficiently accessible by public transport

- The Core Strategy (policy CS74) requires development to respect open space settings, views, landscape character and distinctive heritage
- The tree belt needs to be retained as part of the green setting for new and existing development

**How will it be delivered?**

- Possible contamination to be investigated and, if necessary, removed
- Disposal of the site by the City Council for development by the private sector. A planning and design brief have been produced to steer development on this site
- Tree Preservation Orders will be implemented when the site is sold
- Completion programmed to be in the medium term (by 2021)

<b>Site Ref:</b> P00436	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.18 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Oakes Park and Talbot School, Matthews Lane, Norton	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect mature trees on the site and provide and maintain an area of informal open space of at least 0.2 hectares to enhance the Green Link crossing the southern end of this site</li> <li>• Internal road layout should facilitate a possible pedestrian/ cycle link from Hemsworth Road to Norton Lane</li> <li>• Safeguarding of the setting of Oakes Park</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Residential development could contribute to strengthening the housing market in the Norton neighbourhood</li> <li>• The site has reasonable access to local shops at Constable Road and a medium frequency bus service</li> <li>• There is no further educational need for the site and it is not in a suitable location for other community facilities</li> <li>• The site can help to mitigate a local shortage of informal open space whilst also enhancing part of the strategic green network in this district</li> <li>• The pedestrian/cycle link can help to provide a more direct route between Backmoor and Jordanthorpe</li> <li>• The neighbouring Oakes Park is a Grade II Historic Park and Conservation Area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The City Council will dispose of the site on the open market</li> <li>• Private developers will use their own capital or borrowing to fund the development</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00503	<b>Types of Allocation:</b> Housing and Open Space
<b>Site Area:</b> 1.46 hectares	<b>Policy Area:</b> Housing and Open Space
<b>Site Address:</b> Former Sports Ground, Greaves Lane, Stannington	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2), and open space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Residential development not to proceed without an agreement to re-instate half of the site as an accessible informal open space of an appropriate standard.</li> <li>• Vehicular access and permanent boundary treatment to the open space</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is within reasonable walking distance of sufficient local services and facilities in Stannington and the Core Public Transport Network</li> <li>• The informal open space is needed to satisfy local needs</li> </ul>	

**How will it be delivered?**

- A co-ordinated scheme to be developed and funded by the private landowners with open space to be dedicated to other parties as necessary, with a management agreement
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00517	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.70 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Canterbury Crescent, Fulwood	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Retention of public footpath through the site</li> <li>• Mitigation measures as required to safeguard protected species visiting the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is previously undeveloped ('greenfield') but is not classified as Open Space</li> <li>• It is within a residential area and adjacent to an open space</li> <li>• It is close to local shops and community facilities at Fulwood Neighbourhood Centre and a high frequency bus service</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Site to be developed by private landowners</li> <li>• Comprehensive ecological survey to be undertaken to identify the extent of development and any mitigation measures that are needed</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00518	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.44 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Abbeydale Grange School, Abbeydale Road, Carter Knowle	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to be set back 15 metres from the ancient oak woodland (Local Nature Site) along the northern boundary</li> <li>• Creation of public footpaths into the woodland from Hastings Road</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• To protect the integrity of the ancient oak woodland and its associated species</li> <li>• To increase use and ownership of the open space, and improve access to Millhouses Neighbourhood Centre from Carter Knowle Road</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is in Council ownership and will be released following completion of a Planning Brief</li> <li>• The Brief will set out the implications of the conditions for the layout and density of the development</li> <li>• A Tree Condition survey report should accompany the planning application</li> <li>• Completion estimated to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00525	<b>Type of Allocation:</b> Housing and Open Space
<b>Site Area:</b> 14.89 hectares	<b>Policy Area:</b> Housing Area and Open Space Area
<b>Site Address:</b> Bannerdale Centre and adjacent, land, Carter Knowle Road,	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2), and open space	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Developable area to be no more than 1.91 hectares</li> </ul>	

- 4 playing pitches and 3 junior pitches to be retained, or provided to the same quality, within the site
- The quantity and quality of the wider playing field and Open Space to be retained or provided within the site
- Development to respect and safeguard the landscape character of the area adjacent to the ancient oak woodland along the south boundary
- Creation of public footpaths from Carter Knowle Road
- Views and natural surveillance of the open space maximised

**Justification:**

- There is a quantitative shortage of Open Space in the local area and the conditions ensure that development complies with Core Strategy policy CS47
- The integrity of the ancient oak woodland should be maintained
- To increase use and ownership and to enhance the qualities of the open space, in line with Core Strategy policy CS74, and improve access to Millhouses Neighbourhood Centre from Carter Knowle Road

**How will it be delivered?**

- The Bannerdale Centre is due to close from 2014 and a Planning Brief comprising this site and the former Abbeydale Grange School will set out the implications of the conditions for the location, layout and density of the development
- The site is in Council ownership and will be released following completion of the Planning Brief
- The planning application to be accompanied by a survey of animal life on the site, including any mitigation measures, a Tree Condition survey, and, prior to any demolition of the Bannerdale Centre, a bat survey
- Completion estimated to be in the medium term (by 2021)

## Transport

<b>Site Ref:</b> P00355	<b>Type of Allocation:</b> Park-and-Ride
<b>Site Area:</b> 0.58 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Abbeydale Drive, Carter Knowle	
<b>Required Use:</b> Park-and-ride facility	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Core Strategy policy CS57 gives strategic priority to park-and-ride facilities in the Abbeydale Road corridor, which accords with the South Yorkshire Park and Ride Strategy</li> <li>• This is the preferred site because it is in an accessible location and there is a lack of suitable alternatives to serve the catchment area</li> <li>• There is an extant agreement to retain this existing 200-space park-and-ride facility, and this could support improvement of interchange facilities and bus services</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• South Yorkshire Passenger Transport Executive are actively seeking to market and promote the site whilst improving the quality of the offer in order to stimulate demand and increase the uptake of the service</li> <li>• The planning approval for the adjoining superstore requires management and maintaining of the facility</li> </ul>	

## 20 ALLOCATED SITES IN MOSBOROUGH/WOODHOUSE

### Business and Industry

Core Strategy policy CS13 provides for new jobs on the east side of Mosborough and at the edge of Crystal Peaks.

### Sites with Required Uses

<b>Site Ref:</b> P00370	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.54 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> New Street/Long Acre Way, Holbrook	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is one of the relatively few vacant sites within Mosborough/Woodhouse that are suited for industrial use and without significant site problems</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Legal difficulties arising from the liquidation of the owners to be resolved</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00373	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.57 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Meadowbrook Park, Holbrook	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Woodland and a watercourse on the eastern edge of the site to be protected</li> <li>• Development to be set back 5 metres from the adjoining watercourse</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00370</li> <li>• The woodland and watercourse on the eastern edge of the site are of natural history and landscape value</li> <li>• Access to the watercourse is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site has been actively marketed by the current owners</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00376	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 4.12 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Mosborough Wood Business Park, Holbrook	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Conditions are already placed by the current planning permission</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00370</li> </ul>	

**How will it be delivered?**

- Outline planning permission was granted in September 2009 for mixed use development including offices, industry, and storage and distribution, and a bridge to provide access has been completed
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00383	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.46 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Rother Valley Way, Owlthorpe Greenway, Holbrook	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Conditions are already placed by the current planning permission relating to the existing building</li> <li>• If developed separately from the adjoining tile warehouse, a new road to be provided for access off Rother Valley Way or Owlthorpe Greenway</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• As for site P00370</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site owners are currently modifying the adjoining premises and associated site works</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00386	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 1.10 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Rotherham Road, Beighton	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• No adverse impact on the nearby Local Nature Site alongside the River Rother)</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Rother and any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is one of relatively few vacant sites within Mosborough/Woodhouse that are suited for industrial use and without significant site problems</li> <li>• There is medium to high probability of the site flooding</li> <li>• The River Rother is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The privately owned greenfield part of the site is available for development and several development proposals for it have been put forward</li> <li>• The City Council-owned part of the site could be made available either alone or in conjunction with the private part of the site</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00495	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.45 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Holbrook Rise, Holbrook	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	

**Conditions on Development:**

- No unacceptable adverse impact on the Green Link along the northern boundary of the site on Owlthorpe Greenway

**Justification:**

- This is one of the relatively few vacant sites within Mosborough/Woodhouse that is suited for industrial allocation and without significant site problems

**How will it be delivered?**

- Development is expected by the private sector
- Completion estimated to be in the medium term (by 2021)

## Residential

The Core Strategy spatial strategy provides for housing within the existing built-up area, including area renewal, but proposes an extension into greenfield land at Owlthorpe to complete the township (policy CS24). There is demand here for both market and affordable housing and new sites are well placed to help meet the need for family-type housing.

### Sites with Required Uses

<b>Site Ref:</b> P00367	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.02 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Beighton Road, Woodhouse	
<b>Required Use:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Links to proposed cycling route</li> <li>• Layout to include public access to Shirebrook Valley</li> <li>• Layout to protect features of nature conservation value such as hedgerows and some trees identified in the ecological survey</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is within reasonable walking distance of sufficient local services at Woodhouse District Centre, and of the Core Public Transport Network</li> <li>• If well designed and laid out, the development need not have an adverse impact on the green character or wildlife interest of the neighbouring areas of the Shire Brook Valley</li> <li>• Access to Shire Brook Valley will benefit residents and others living in the neighbourhood</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is owned by the City Council and can be marketed</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00375	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.47 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Birley Moor Road, Frecheville	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Improvements to local open space to include enhancement of adjoining woodland alongside the Short Brook</li> </ul>	



**Justification:**

- Conditions are already placed by the current planning permission

**How will it be delivered?**

- Completion estimated to be in the medium term (by 2021)

**Site Ref:** P00379**Type of Allocation:** Housing**Site Area:** 7.30 hectares**Policy Area:** Housing Area**Site Address:** Newstead Estate, Birley**Required Uses:** Housing (C3) or residential institutions (C2)**Conditions on Development:**

- Safeguarding the setting of the Moss Valley Conservation Area

**Justification:**

- The site provides for the remaining stages of the Newstead housing redevelopment programme, which provides for the replacement of substandard dwellings on a run-down estate with a wide range of high quality modern dwellings within an enhanced setting
- The development is catering specifically for local requirements

**How will it be delivered?**

- A development agreement between the developer and the City Council ensures that new housing will be provided on a phased basis
- New homes have already been built; completion of the remaining development is programmed to be in the medium term (by 2021)

**Site Ref:** P00380**Type of Allocation:** Housing**Site Area:** 2.60 hectares**Policy Area:** Housing Area**Site Address:** Owlthorpe C**Required Uses:** Housing (C3) or residential institutions (C2)**Conditions on Development:**

- Protection of green framework of open space at Owlthorpe, including areas of nature conservation interest that form part of the Council's environmental improvement programme for the area
- Development of a convenience shop, unless it can be demonstrated that it would be unviable
- Incorporation of proposed walking route through the area
- Protection of any features of nature conservation value identified in ecological surveys

**Justification:**

- Development will help enable the completion of the partly finished Owlthorpe township, in accordance with Core Strategy policy CS24c
- Development would help to improve the quality and use of adjacent open space and the wider green framework and increase the prospects for developing a village centre, including a local shop, and other facilities
- The site is close to the high-frequency tram service
- Few other suitable opportunities are likely for housing development of this scale in the area
- The environmental strategy for this area continues to be to integrate a biodiverse, eco-friendly landscape into all existing and future communities and conserve and enhance the local landscape for the benefit of people and wildlife

**How will it be delivered?**

- Provision of the additional waste water capacity is provided for in the Yorkshire Water Asset Management Plan (2010-2015) and expansion of Woodhouse Mill treatment works expected to be completed by the end of 2013
- The site will be released by the City Council
- A Planning and Design Brief will inform future development, involving extensive consultation with the local community

- The proposal to complete the Moorthorpe Way loop road remains highly desirable, although not essential, as a secondary access point has now been provided on the eastern part of Moorthorpe Way onto Donetsk Way
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00381	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.98 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Owlthorpe D	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As for site P00380</li> </ul>	

<b>Site Ref:</b> P00382	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 3.35 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Owlthorpe E	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery:</b>	
<ul style="list-style-type: none"> <li>• As for site P00380</li> </ul>	

<b>Site Ref:</b> P00384	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 7.99 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Oxclose Farm	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Partial remodelling to provide flat areas for development, and a new road access</li> <li>• Expansion of waste water treatment facilities to be completed by Yorkshire Water, expected by 2012/2013</li> <li>• Adequate screening and layout to ensure that there is no conflict with nearby employment use</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site lies close to a large supermarket and is within 800m of the Halfway Supertram terminus with Crystal Peaks shopping centre a very short journey away; and also close to existing, large employment areas at Holbrook</li> <li>• The site is well located to make a significant contribution to the supply of family housing, improving choice in an area with relatively strong demand</li> <li>• Although greenfield, early release would be allowed under Core strategy policy CS25</li> <li>• The site could also have contributed to meeting the need for jobs in the area in accordance with the Core Strategy (see policy CS13a) but there are doubts about its deliverability. A recent appeal decision has confirmed that the whole site should be retained for housing development</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• It is expected that the site would be privately developed</li> <li>• Completion of most of the site estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00387	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 10.84 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Scowerdons Estate, Hackenthorpe	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>The network of roads, pedestrian/cycle routes and utility services serving the site to be reviewed as development progresses</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>As for site P00379</li> <li>Initial phases have been completed</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Through the development agreement between the developer (Home Housing) and the City Council, ensuring phased development</li> <li>Completion programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00393	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.78 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Weakland Estate, Hackenthorpe	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>The Weakland housing redevelopment programme provides for the replacement of substandard dwellings on a run-down estate with a wide range of high quality modern dwellings within an enhanced setting</li> <li>The land forms the final phase of the redevelopment programme</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>A development agreement between the developer (Home Housing) and the City Council is ensuring that new housing is provided on a phased basis</li> <li>The majority of the redevelopment has been completed. The allocated land will provide for the final phase and completion is programmed to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00394	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 4.59 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Westfield School Site	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>A new road from the east off Moss Way, to serve new housing development and provide access to the adjoining former school playing fields</li> <li>Expansion of waste water treatment facilities at Woodhouse Mill Waste Water Treatment Works by Yorkshire Water of, expected to be completed by the end of 2013</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>This site would be attractive to developers, as few other housing development opportunities of this scale are expected to arise in Mosborough/ Woodhouse in the foreseeable future</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Development is expected to be by 2015/16</li> <li>A Planning and Design Brief will inform future development, involving extensive consultation with the local community</li> </ul>	

- Provision of the additional waste water capacity is provided for in the Yorkshire Water Asset Management Plan (2010-2015) for 2012/13; expansion of Woodhouse Mill Waste Water Treatment Works is expected to be completed by the end of 2013
- Completion of most of the site estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00509	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 2.00 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Junction Road, Woodhouse	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Green link to be retained next to the railway line</li> <li>• No adverse impact on features of ecological value</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This is a relatively sustainable location for residential development and part of the site is previously developed</li> <li>• The site is within reasonable walking distance of sufficient local services and of the Core Public Transport Network</li> <li>• The railway corridor forms a significant green link and there are features of ecological value including some rare flora on the adjacent Open Space Area</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is in private ownership and expected to be developed by private developers</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00510	<b>Type of Allocation:</b> Housing and Open Space
<b>Site Area:</b> 10.53 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Woodhouse East, north of Beighton Road	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Protection of the main community regeneration project areas with provision of on-site open space and Green Link</li> <li>• Any Important hedgerows to be safeguarded</li> <li>• An environmental buffer to the Local Nature Site/Local Nature Reserve to the east of the site</li> <li>• More detailed archaeological survey to be carried out and mitigation measures incorporated if required</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• This site is next to an existing housing area, so would provide a suitable housing extension to Woodhouse</li> <li>• The infrastructure in the area can accommodate additional housing development</li> <li>• A community regeneration project includes hedge improvement on the boundaries along public footpaths and within the site, including a historic hedgerow running north-south between existing fields</li> <li>• A buffer is needed to minimise the impact of development on the Local Nature Site/ Local Nature Reserve</li> <li>• Important hedgerows and ridge and furrow earthworks identified at the site may need to be safeguarded but a more detailed assessment would be needed to confirm their condition and significance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• The site is in Council ownership and will be released following completion of a Planning Brief</li> <li>• The brief will set out the implications of the conditions, including ecological and archaeological requirements, for the layout and density of the development and will be consulted on locally</li> </ul>	

- The planning application should include a Heritage Statement
- Completion estimated to be in the medium term (by 2021)

## 21 ALLOCATED SITES IN CHAPELTOWN/ECCLESFIELD

### Business and Industry

The Core Strategy (policy CS32) indicates that business and industrial development will be located on brownfield land at Thorncliffe, Ecclesfield Common and Smithywood.

### Sites with Required Uses

<b>Site Ref:</b> P00262	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 1.48 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Next to disused railway line near Butterthwaite Lane, Ecclesfield	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the south eastern part of the site, including flood protection measures and design for resilience to flooding,</li> <li>• A ground condition survey to indicate levels of land contamination and potential mitigation</li> <li>• Provision of vehicular and pedestrian access into the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is cleared, flat and adjacent to existing industrial and business uses and is located away from land uses that would potentially constrain operations</li> <li>• The site may have been contaminated by previous uses</li> <li>• There is no direct access onto Butterthwaite Lane or Loicher Lane, the site being largely bound by a disused and an active railway line</li> <li>• Otherwise, it has good connections with the national road network and though less satisfactory access to public transport, the medium frequency bus route servicing Green Lane being around 600m from the site</li> <li>• There is a medium probability of the south-eastern part of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Impact on the Strategic Road Network to be assessed in order to inform any mitigation measures</li> <li>• Adjoining land to be acquired if necessary to provide suitable access</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00270	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.94 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Former Petrol Depot, Johnson Lane, Station Road, Ecclesfield	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• A ground condition survey to indicate levels of land contamination and possible mitigation</li> <li>• Improvements to Johnson Lane to provide access to the site if the development is independent of the neighbouring site fronting the lane</li> <li>• Mitigation of flood risk to a small area to the south part of the site, including flood protection measures and design for resilience to flooding,</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is located within an established business and industrial estate</li> <li>• The site may have been contaminated by previous uses</li> </ul>	

- It has good connections with with the national road network and is served by a high-frequency bus route
- There is a medium probability of a small part of the site flooding

**How will it be delivered?**

- Promoting development through pre-application discussions with potential developers
- Impact on the Strategic Road Network to be assessed in order to inform any mitigation measures
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00276	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.58 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Loicher Lane, Ecclesfield	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of vehicular access to Loicher Lane</li> <li>• A ground condition survey to indicate levels of land contamination and possible mitigation</li> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the Blackburn Brook and from any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is within an established heavy industrial area and use of the site of other uses would be inappropriate</li> <li>• Current access to the site is unsatisfactory</li> <li>• Otherwise, the site has good connections with the national road network and is fairly near a high frequency bus route</li> <li>• There is a medium probability of a majority of the site flooding</li> <li>• Blackburn Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Impact on the Strategic Road Network to be assessed in order to inform any mitigation measures</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00279	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 0.91 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Next to Arthur Lee Works, Loicher Lane, Ecclesfield	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of vehicular access to Station Road and mitigation of flood risk to access</li> <li>• Mitigation of flood risk to Station Road, including flood protection measures and design for resilience to flooding</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is within an established heavy industrial area and other, more sensitive, uses would be inappropriate</li> <li>• Vehicular access into the site needs to be created</li> <li>• Otherwise, the site has good connections with the national road network</li> <li>• There is a medium probability of flooding of Station Road, by which the site is accessed</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Through developer's investment In the development of the site</li> </ul>	

- Promoting development through pre-application discussions with potential developers
- Impact on the Strategic Road Network to be assessed in order to inform any mitigation measures
- Completion estimated to be in the short term (by 2016)

<b>Site Ref:</b> P00287	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 21.24 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Smithy Wood, Cowley Hill, Chapeltown	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the southern part of the site, including flood protection measures and design for resilience to flooding</li> <li>• Measures to improve accessibility by public transport</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The whole site has been prepared for development which has started on adjacent land</li> <li>• The constraints on development (ground contamination, topography, ecology etc.) have largely been resolved and the site is in an ideal position close to the national road network</li> <li>• The site has outline planning permission for business and industrial (B1, B2 and B8) development but the office development is limited to small-scale offices</li> <li>• Bus stops have already been provided within the site and buses diverted but further improvements may need to be considered to reduce the need to travel to work by car</li> <li>• There is a medium probability of the southern part of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• High quality development will be promoted through discussions with potential developers on reserved matters</li> <li>• Impact on the Strategic Road Network to be assessed to inform any mitigation measures including the motorway network</li> <li>• Further development of the site is likely to be phased</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00295	<b>Type of Allocation:</b> Industrial
<b>Site Area:</b> 1.42 hectares	<b>Policy Area:</b> Industrial Area
<b>Site Address:</b> Yarra industrial Estate, Loicher Lane, Ecclesfield	
<b>Required Uses:</b> General industry (B2 or other, unclassified industrial/ processing uses) or warehouses/storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Provision of vehicular access to Loicher Lane</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the Blackburn Brook and from any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is part of the Yarra industrial estate where the surrounding land uses are industrial and other land uses would be inappropriate and constrain industrial operations</li> <li>• Current access to the site is unsatisfactory</li> <li>• Otherwise, the site has reasonable connections with the national road network</li> <li>• There is a medium to high probability of the site flooding</li> <li>• The Blackburn Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> </ul>	



- Impact on the Strategic Road Network to be assessed to inform any mitigation measures including the motorway network
- Completion estimated to be in the longer term (by 2026)

## Sites without Required Uses

<b>Site Ref:</b> P00273	<b>Type of Allocation:</b> Flexible (see policy H1)
<b>Site Area:</b> 0.81 hectares	<b>Policy Area:</b> General Employment Area
<b>Site Address:</b> G Fishers Transport Yard, Green Lane, Ecclesfield	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• A ground condition survey to indicate levels of land contamination and potential mitigation</li> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding, to the entire site; no increase in building footprint in the part of the site in developed functional floodplain</li> <li>• Development not to harm living conditions for residents living opposite</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is flat and adjacent to existing industrial and business uses</li> <li>• The site has reasonable connections with the national road network, is served by a nearby high-frequency bus route</li> <li>• There is a high probability of the site flooding and it includes developed functional floodplain (see also Core Strategy policy CS67)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Impact on the Strategic Road Network to be assessed to inform any mitigation measures including the motorway network</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00285	<b>Type of Allocation:</b> Flexible (See policy H1)
<b>Site Area:</b> 0.53 hectares	<b>Policy Area:</b> General Employment Area
<b>Site Address:</b> 26 Station Road, Ecclesfield	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the entire site, including flood protection measures and design for resilience to flooding; no increase in building footprint in the part of the site in developed functional floodplain</li> <li>• Development to be set back 8 metres from the Whitley Brook and from any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is flat and located within an established business and industrial estate, surrounded by industrial uses and would be unsuitable for alternative uses</li> <li>• The site has good connections with the national road network and is served by a high frequency bus route</li> <li>• There is a medium to high probability of the site flooding and the site includes developed functional floodplain (see also Core Strategy CS67)</li> <li>• Whitley Brook is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Impact on the Strategic Road Network to be assessed in order to inform any mitigation measures</li> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

## Residential

The Core Strategy provides for housing development within the built-up area (see policies CS23 and CS32). The allocated sites also contribute to the re-use of brownfield land (CS24).

### Sites with Required Uses

<b>Site Ref:</b> P00269	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.46 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Former Occupational Training Centre, Westwood Road, High Green	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>Improvements to vehicular access from Westwood Road</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Residential uses would be supported by existing services within a well established community</li> <li>The site is served by high-frequency bus services and is within easy walking distance of Wortley Road Neighbourhood Centre, the local primary school and bus stops</li> <li>The current access is not sufficient for more than five dwellings but improved access would require third-party land. (This may not be necessary for development of the site for a residential institution)</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>Decisions to be made whether to develop this Council-owned site for elderly care provision or dispose of it for development for market housing</li> <li>Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00288	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.03 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> South Yorkshire Trading Standards Unit site, Thorncliffe Lane, High Green	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>A ground contamination report/study to be prepared to ascertain the level of ground contamination and suggest potential mitigation measures</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>Residential uses are supported by existing services, including the nearby primary school, within a well established community</li> <li>The site is served by high-frequency bus services and a range of local facilities are accessible, including Wortley Road Neighbourhood Centre and Chapelton District Centre</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>The buildings have been cleared</li> <li>Outline planning permission has been granted for residential development</li> <li>Completion estimated to be in the medium term (by 2021)</li> </ul>	



## 22 ALLOCATED SITES IN STOCKSBRIDGE/DEEPCAR

### Business and Industry

The Core Strategy seeks to safeguard land and business opportunities in Stocksbridge for local employment (see policy CS33).

#### Sites with Required Uses

<b>Site Ref:</b> P00266	<b>Type of Allocation:</b> Business or Industrial
<b>Site Area:</b> 0.89 hectares	<b>Policy Area:</b> Business and Industrial Area
<b>Site Address:</b> Ernest Thorpe's Lorry Park, Station Road, Deepcar	
<b>Required Uses:</b> Research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to a small area in the south of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the river Little Don and any flood defence on the site</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is suitable for business and industrial uses, particularly warehousing and distribution, on account of its location within an established industrial area</li> <li>• It has reasonable connections with the national road network and is within walking distance of the high-frequency bus route on Manchester Road, Deepcar</li> <li>• There is a medium probability of a small area of the site flooding</li> <li>• The River Little Don is classified as a main river and access is required for maintenance</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Impact on the Strategic Road Network to be assessed to inform any mitigation measures including the motorway network</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

### Retail

#### Sites with Required Uses

<b>Site Ref:</b> P00440	<b>Type of Allocation:</b> Retail
<b>Site Area:</b> 5.74 hectares	<b>Policy Area:</b> District Centre
<b>Site Address:</b> Outokumpu site, off Manchester Road, Stocksbridge	
<b>Required Uses:</b> Shops (A1) (including a superstore with at least 2,500 sq m sales area for convenience goods) with mixed town centre uses (as defined in the National Planning Policy Framework) including community facilities (D1)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Satisfactory pedestrian links to the rest of the District Centre and Supertram link on Manchester Road</li> <li>• Mitigation of flood risk, including flood protection measures and design for resilience to flooding, to the majority of the site</li> <li>• Development to be set back 8 metres from the River Little Don and any flood defence on the site</li> <li>• Satisfactory connection of the site to existing footpaths and bridleways</li> </ul>	

**Justification:**

- Core Strategy policy CS33 aims to improve the environment of the existing District Centre whilst enabling its improved offer through expansion as opportunities arise. The allocation will use redundant industrial land and help retain trade locally
- The superstore will provide an essential magnet and this needs to be complemented by a range of other town centre shops and services to reduce the need to travel out of the town
- The majority of the site has a medium probability of flooding
- The River Little Don is classified as a main river and access is required for maintenance

**How will it be delivered?**

- Promoting development through pre-application discussions with potential developers
- Completion expected to be in the medium term (by 2021)

**Residential**

Core Strategy policies CS23 and CS33 propose housing on previously developed land within then urban are of Stocksbridge/ Deepcar. The sites proposed below are in existing residential areas and will contribute towards meeting the needs of a range of household types including accommodation for older people.

**Sites with Required Uses**

<b>Site Ref:</b> P00263	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.73 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Balfour House, Horner Close, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• None presently anticipated</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The existing elderly care home is due to be replaced within Stocksbridge but not necessarily on this site</li> <li>• Reserving the site for housing or a residential institution retains the option of replacement on-site or redevelopment with another compatible use</li> <li>• Development here would be supported by existing services within a well established community</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Completion estimated to be in the longer term (by 2026)</li> </ul>	

<b>Site Ref:</b> P00271	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 24.65 hectares	<b>Policy Areas:</b> Housing and Open Space
<b>Site Address:</b> Former Steins Tip, Station Road, Deepcar	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2) (combined minimum 70%)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• The sewage treatment works to be replaced and decommissioned before houses are built</li> <li>• Mitigation of flood risk to some of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Don and River Little Don and any flood defence on the site and 5 metres from other watercourses</li> <li>• Protection of remains that contribute to the significance of the Wharncliffe Rocks Iron Age Scheduled Monument, the Roman Quern Workings and any associated archaeological deposits</li> <li>• A riverside walking route and a bridge link over the River Don for vehicular access</li> </ul>	

**Justification:**

- The site is a very constrained and residential development is the only viable use that is feasible for the reclamation of this derelict site
- Planning permission for a replacement sewage treatment works enables the *cordon sanitaire* covering the site to be removed when the treatment works is decommissioned, allowing it and surrounding land to be developed for residential use
- The site is an important part of the industrial heritage of the city and any archaeological features of value should be recorded and if necessary preserved to protect that heritage
- There is a high to medium probability of some of the site flooding
- The River Don and River Little Don are classified as main rivers and access to these and other watercourses is required for maintenance
- The riverside walking route complements the Green Link along the river (see also Core Strategy policy CS73)

**How will it be delivered?**

- The site has approval of reserved matters planning permission for 405 dwellings including access road and bridge
- Promoting development through any further pre-application discussions with potential developers on reserved matters
- Impact on the Strategic Road Network to be assessed to inform any mitigation measures including the motorway network
- The protection of archaeological features to be informed by an archaeological assessment
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00280	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 8.64 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Site A Stocksbridge Steelworks, off Manchester Road, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• An environmental buffer/bund between the site and the industrial area to the east if not already provided within the adjacent Business and Industrial Area</li> <li>• Mitigation of flood risk to a small area to the south east of the site, including flood protection measures and design for resilience to flooding</li> <li>• Development to be set back 8 metres from the River Little Don and any flood defences on the site</li> <li>• A riverside walking route along the River Little Don with convenient pedestrian access to Manchester Road at either end</li> <li>• Vehicular access from the east end of the site to Manchester Road</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The principle of housing development on this former industrial site was established through the Corus Works Development Brief's Master Plan and outline planning permission for housing development</li> <li>• The site is next to land where it is proposed to extend industrial operations</li> <li>• There is a medium probability of a small area of the site flooding</li> <li>• The River Little Don is classified as a main river and access is required for maintenance</li> <li>• The riverside walking route complements the Green Link along the river</li> <li>• Much of the site is separated from Manchester Road by the River Little Don and a more direct link is needed for bus service connections</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through any further pre-application discussions with potential developers on reserved matters</li> </ul>	

- Travel demand to be assessed to inform any mitigation
- Completion estimated to be in the medium term (by 2021)

<b>Site Ref:</b> P00290	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 5.06 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Ford Lane, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Mitigation of flood risk to the majority of the site, including flood protection measures and design for resilience to flooding</li> <li>• Safe pedestrian access to be provided to the bus route on Manchester Road</li> <li>• Development not to compromise rail freight movements along the Stocksbridge rail line</li> <li>• Development to be set back 8 metres from the River Little Don and from any flood defence on the site</li> <li>• A riverside walking route to be provided along the River Little Don</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The majority of the land is or will be surplus to operational requirements for its former industrial use and the market favours reuse of the site for non industrial uses, particularly residential</li> <li>• The current access from Manchester Road crosses the freight line and rail movement is safeguarded by Core Strategy policy CS58</li> <li>• There is a medium probability of the site flooding and existing flood defences may need to be supplemented to enable housing development</li> <li>• The River Little Don is classified as a main river and access is required for maintenance</li> <li>• The riverside walking route complements the Green Link along the river</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Through developer's investment in the site</li> <li>• Completion expected to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00292	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.52 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Sweeney House, Alpine Close, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery</b>	
<ul style="list-style-type: none"> <li>• As for site P00263</li> <li>• Completion expected to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00437	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.60 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Newton Grange, Manchester Road, Stocksbridge, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions, Justification and Delivery</b>	
<ul style="list-style-type: none"> <li>• As for site P00263</li> <li>• Completion programmed to be in the short term (by 2016)</li> </ul>	

<b>Site Ref:</b> P00506	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.72 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Hawthorn Avenue/ Coppice Close, Stocksbridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Overhead power cables to be diverted or safely accommodated</li> <li>• Improvements to access, if required</li> <li>• A 15-metre buffer zone next to the eastern boundary with pedestrian access to the New Hall Wood in the north eastern corner of the site</li> </ul>	
<b>Reasons:</b>	
<ul style="list-style-type: none"> <li>• The site is within reasonable walking distance of sufficient local services and facilities to satisfy policy requirements</li> <li>• It is next to an existing Housing Area</li> <li>• Provision for power cables is needed in the interests of public safety</li> <li>• A buffer is needed to protect New Hall Wood, a Local Nature Site at the eastern boundary</li> <li>• The standard of roads approaching the site would need improving and an assessment of their adequacy will be needed to inform any mitigation measures required to support development</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Site to be developed by private landowners</li> <li>• A highway capacity study to be prepared inform the planning application and identify mitigation measures</li> <li>• Investment in drainage necessary for the development of the site</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

## Flexible Use Areas

<b>Site Ref:</b> P00284	<b>Type of Allocation:</b> Flexible
<b>Site Area:</b> 0.59 hectares	<b>Policy Area:</b> Flexible Use Area
<b>Site Address:</b> Site G Stocksbridge Steelworks, off Manchester Road, Stocksbridge	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Safeguards to avoid constraining the operations of neighbouring uses and protect living conditions of any residents</li> <li>• Mitigation of flood risk to the southern part of the site, including flood protection measures and design for resilience to flooding,</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The principle of housing development on this former industrial site was established through the designation for housing development in the Corus Works Development Brief's Master Plan</li> <li>• The site is close to the District Centre within walking distance of a high-frequency bus route and housing would be compatible with adjacent uses</li> <li>• However, there is potential for significant noise that may harm living conditions after development of surrounding sites</li> <li>• There is a medium probability of the site flooding</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development through pre-application discussions with potential developers</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	





## 23 ALLOCATED SITES IN THE RURAL SETTLEMENTS

### Residential

#### Sites with Required Uses

The Core Strategy (policy CS23) limits housing development in the rural area to sustainable locations within the larger villages of Oughtibridge, Worrall and Wharnccliffe Side. Outside these villages, development is limited to that which is consistent with policies for the Green Belt and Countryside Areas.

<b>Site Ref:</b> P00521	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 5.36 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Platts Lane/ Oughtibridge Lane, Oughtibridge	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Pedestrian links into Oughtibridge including a bridleway bridge over the railway line, safety measures alongside the line, a multi-use bridleway within a 5-metre strip inside the western boundary of the site and an adoptable footway next to Oughtibridge Lane</li> <li>• Retention of trees on the site boundary, informed by a tree survey</li> <li>• Development to reflect aspirations to provide a small rail halt/station next to the site</li> <li>• Safeguarding of the setting of Oughtibridge Station</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• Core Strategy policy CS23 supports housing development on sustainable sites within the built-up area of Oughtibridge</li> <li>• Residential development is the most compatible with surrounding land uses</li> <li>• The site provides an opportunity for affordable housing in a sustainable location within the rural area of Sheffield</li> <li>• Development of the whole area will help to open up the site of the former silica brick works and to fund measures needed to access the site as a whole; that part of the site that is not previously developed is not classified as Open Space</li> <li>• Walking distance to local services meets requirements for rural settlements</li> <li>• As this is a prime site for family housing and a safe and direct route into the village is needed. Safety measures on Oughtibridge Lane, including the bridge, and alongside the railway will help reduce the risk of accidents</li> <li>• Linking the proposed footway to a multi-use bridleway will give access to the site and the neighbouring countryside for residents and other pedestrians, cyclists and horse-riders. Alignment along the western boundary contributes to the Green Corridor running along the Upper Don Valley</li> <li>• There are long-term proposals for a heritage railway from Stocksbridge to the City Centre including a halt close to the old Oughtibridge Station House. Pedestrian links need to take account of these aspirations as they would have the potential to serve the site and the village</li> <li>• A bridge rather than level crossing is required for safety reasons</li> <li>• Oughtibridge Station, opposite the site, is a Grade II Listed Building</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Promoting development of the site through pre-application discussions</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00502	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 1.77 hectares	<b>Policy Area:</b> Housing
<b>Site Address:</b> Wiggan Farm, Towngate Road, Worrall	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development to respect neighbouring Listed Buildings and historic buildings of local interest and distinctive site characteristics (in accordance with Core Strategy policy CS26)</li> <li>• Increased sewer pipe capacity required</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is previously undeveloped 'green field' but not classified as Open Space</li> <li>• It is surrounded by existing houses and so the impact of development on the character of the village would be limited but the configuration of the site may constrain the density of development</li> <li>• Walking distance to local services and facilities in Worrall meets requirements for rural settlements</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Site to be developed by private landowners</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

<b>Site Ref:</b> P00507	<b>Type of Allocation:</b> Housing
<b>Site Area:</b> 0.84 hectares	<b>Policy Area:</b> Housing Area
<b>Site Address:</b> Worrall Hall Farm, Kirk Edge Road/ Top Road, Worrall	
<b>Required Uses:</b> Housing (C3) or residential institutions (C2)	
<b>Conditions on Development:</b>	
<ul style="list-style-type: none"> <li>• Development must respect and retain the site's landscape character and historic interest and the distinctive character of this part of the village (in accordance with Core Strategy policy CS26)</li> </ul>	
<b>Justification:</b>	
<ul style="list-style-type: none"> <li>• The site is previously undeveloped greenfield land but not classified as open space There is sufficient open space to meet local needs</li> <li>• Walking distance to local services and facilities in Worrall meets requirements for rural settlements</li> </ul>	
<b>How will it be delivered?</b>	
<ul style="list-style-type: none"> <li>• Site to be developed by private landowners</li> <li>• Completion estimated to be in the medium term (by 2021)</li> </ul>	

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